

Porsche Driver's Selection

Assembly instructions for the Porsche Bike RX, the Porsche Bike RS and the Porsche Bike





Porsche Bike RX



Porsche Bikes

Porsche Bike RS



Porsche Bike



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Introduction

Dear customer,

Congratulations on your purchase of the new Porsche Driver's Selection bike. It is a high-end product.

This owner's manual provides information on the safe use and proper maintenance of your Porsche Bike. Please take time to carefully read through the owner's manual before your first trip. It will advise you of the risks and hazards associated with improper use of the product.

It is not possible to describe all necessary work on your bike in detail in this manual. For this reason, we would like to ask you to use the enclosed documents or visit the websites of our component manufacturers. Proper care and maintenance are important for your bike; they are essential for proper functioning and optimal performance.

This owner's manual cannot train you in the skills of a bike mechanic. Furthermore, some of the work steps require special tools. The following therefore applies: Please consult the bike specialist of your choice or the Porsche Bike hotline for information on maintenance or repair work.

Because our bikes undergo continuous development, the shape, specification, configuration and engineering of your bike may not be as illustrated or described in this manual. Parts on the bike are sometimes optional or vary depending on legal requirements or on the country in which the bike is sold. Should your bike be fitted with any parts which are not described in this manual, the Porsche Centre who sold the bike to you will be glad to provide information concerning correct operation and care of such parts. Because of different legal requirements in individual countries, the parts on your bike may vary slightly from that described in this manual. Porsche shall not be liable for any errors or omission within this manual.

The Porsche Bike is a virtually 100% pre-assembled bike. Nonetheless, we recommend that you check all functions before riding the bike.

Always use suitable protective clothing such as a helmet, gloves and glasses.

When using public roads, please check the regulations in your country and adapt your bike to meet these requirements. Please observe the traffic regulations that apply for road traffic and ride with care so as not to endanger yourself or other road users. You should

also observe the legal regulations of your country when using your bike off-road. We would also like to remind you to treat the environment with care and only travel on paved paths and roads.

Your bike should only be used in accordance with the 'Proper Use' section of this manual, including the guidance on overloading the bike. The warranty detailed at p. 72 will not cover claims resulting from overloading the bike.

Familiarise yourself with the technical terms which are used throughout this owner's manual and which appear on the overview page for your bike.

Please note that this owner's manual does not explain how to assemble the bike from the individual parts or prepare a partially-assembled bike so that it is road worthy.

Store this owner's manual in a safe place so that you can properly perform all functional checks at any time.

Parents should explain the contents of the instructions to children, who may not understand the owner's manual.

Safety notes in the owner's manual

The following types of safety notes are used in this owner's manual.

DANGER

Severe injury or death. Failure to observe safety notes in the category 'Danger' may result in severe injury or death.

WARNING

Risk of injury or death. Failure to observe safety notes in the category 'Warning' may result in severe injury or death.

CAUTION

Risk of moderate or minor injury. Failure to observe safety notes in the category 'Caution' may result in moderate or minor injury.

PLEASE NOTE

There is a risk of damage to property. Failure to observe safety notes in the category 'Please Note' may result in damage to the bike.

INFORMATION

Additional information, tips and notes are marked with the word 'Information'. Please carefully read and observe the information provided.

This owner's manual complies with the following standards:

- EN 14764, 14765, 14766, 14872
- CPSC 16 CFR 1512
- AS/NZS 1927
- BS 6102, part 1
- JIS D 9301
- GB 3565
- ISO 4210, ISO 8098

We at Porsche wish you an enjoyable riding experience with your new bike.

In Detail: The Porsche Bike RX/RS



1	Brake lever
2	Shifter lever
3	Brake calliper [rear]
4	Brake disc [rear]
5	Rear quick release
6	Pedal crank
7	Brake calliper [front]
8	Brake disc [front]
9	Bike RX suspension fork/Bike RS rigid fork
10	Rear fork
11	Rims
12	Tyres
13	Seat
14	Seat post
15	Seat quick release
16	Stem
17	Handlebars
18	Headset
19	Front wheel quick release
20	Chain rings
21	Derailleur
22	Chain
23	Rear derailleur
24	Sprocket
25	Pedals
26	Inside bearing
27	Seat tube
28	Top tube
29	Seat stay
30	Chainstays
31	Downpipe
32	Steerer tube
33	Dropouts

In Detail: The Porsche Bike



1	Brake lever
2	Shifter lever
3	Brake calliper [rear]
4	Brake disc [rear]
5	Nut
6	Pedal crank
7	Brake calliper [front]
8	Brake disc [front]
9	Suspension fork
10	Rear fork
11	Rims
12	Tyres
13	Seat
14	Seat post
15	Seat quick release
16	Stem
17	Handlebars
18	Headset
19	Front wheel quick release
20	Front pulley [front]
21	Belt
22	Pulley [rear]
23	Pedals
24	Gear hub
25	Side/center kickstand
26	Eccentric inside bearing
27	Seat tube
28	Top tube
29	Seat stay
30	Chainstays
31	Downpipe
32	Steerer tube
33	Dropouts

Important notes on the frame

Porsche Bike frames are hand made from high-end aluminium alloys or carbon and can handle loads typical for their intended use [see 'Proper use', p. 27].

WARNING

Damage to the frame due to excess stress, accidents or crashes. A damaged frame may suddenly fail and cause a crash. Contact the Porsche Bike hotline if the Porsche frame is damaged and after an accident or crash.



Important notes on carbon as a work material

Please note that the work materials, carbon and aluminium, react differently when damaged. Unlike aluminium, carbon does not exhibit dents or other deformation when overloaded [typical signs of damaged aluminium]. Damages to carbon most often occur on the inside [splitting]. After a crash, it is imperative that the frame or the front forks are inspected by a bike specialist of your choice or at an authorized Porsche dealership following coordination with the Porsche Bike hotline and to replace them in the event of damage to the carbon structure. If damaged, a carbon component may suddenly fail.

In the event of a fibre fracture, please be careful when handling the material, the fine carbon fibres pose a risk of injury.

Carbon components may never be worked back into shape if damaged. Instead immediately replace the damaged component.

Damages to the paint should be repaired immediately to prevent the material from absorbing moisture as this may negatively influence the material properties.

Please keep in mind that the material is particularly



sensitive to pressure when using clamps [e.g. seat and derailleur clamp]. Always use a torque wrench and observe the specified tightening torques [see 'Recommended tightening torques', p. 80].

Keep the carbon contact surfaces free of grease. Use special carbon fitting lubricant [available at bike specialist shops]. Never clamp the carbon frame into an assembly rack or roof rack when transporting it. Only use the saddle support for this providing it is not made of carbon.

Avoid exposing the carbon components to extreme heat such as sunlight inside a vehicle. Do not have your frame or front forks repainted or powder coated as this produces excessive temperatures, which may damage or destroy the components.

WARNING

Material fatigue of carbon components. Heavily stressed carbon components such as the handlebars, stem and seat post are subject to material fatigue just like other components made of metal work materials. Replace the carbon components according to the specifications in the maintenance and service schedule [see page 78].

WARNING

Use of damaged carbon components. If carbon frames, forks or other carbon components produce cracking sounds or if white cracks, indents, dents or discoloration can be seen, they may no longer be used. Damaged carbon components can suddenly fail and cause a crash. Immediately replace any damaged carbon components.

Every time before you use your bike

Please ensure that you only use the bike as described in the chapter 'Proper use'. Please take note of the intended use as indicated in this chapter and the maximum overall weight of your bike. It is important that you inspect your bike each time before using it to ensure that it is functioning properly. As a minimum you should complete the following checks:

PLEASE NOTE

For this reason, you should be absolutely sure to inspect your bike each time before using it.

Quick release

Please check the quick releases or quick release axle [Bike RX] on the front wheel axle, the rear wheel axle and on the seat post.



WARNING

Loose components. If quick releases are not closed securely, components may loosen and cause a crash. Check to make sure all quick releases are secure and if necessary, clamp them tight.

Check to make sure the wheels are securely mounted and that the seat cannot be twisted.

Wheels and tyres

Check that the tyres and wheels are in good condition. Check the tyre pressure with a pressure gauge. The air pressure may drop if the bike is not used for prolonged periods or as the result of transport.

Make sure that both wheels spin freely and check the wheels' radial run-out. Wheel run-out may be attributed to defects in the tyres, the spokes or hub.

Brakes

Before using the bike for the first time, check the brakes. First check the location of the hand brake lever. In countries with right-hand traffic, Porsche Bikes are



shipped such that the left brake lever controls the front wheel brake and the right the rear wheel brake. In countries with left-hand traffic, Porsche Bikes are shipped such that the right brake lever controls the front bike brake and the left brake lever the rear wheel brake. Determine the location of the front and rear wheel brake levers.

WARNING

Sudden braking. Accidentally applying the front wheel brake may cause a crash. Familiarise yourself with the location of the front and rear wheel brake levers.

DANGER

Impaired braking or brake failure. Defective or broken brakes may cause serious accidents. Check the function of the brakes each time before using the bike.

Every time before you use your bike

Pedals

Porsche Bikes are supplied with different pedal systems as standard. Either flat or click pedals are used.

CAUTION

Click-in and release of click pedals. A lack of practice or setting the release mechanism too tight may cause crashes. Carefully read through the enclosed owner's manual for the pedals. Set the pedal release mechanism as described in the enclosed owner's manual. Refer to the pedal manufacturer's website [see page 84] for further information. Before your first trip, familiarise yourself with the click-in and release process of the pedals in a standing position.

Please use an M6 or M8 Allen key, depending on the pedal type, to mount the pedals. Before you screw the pedals into the crank threading, apply a small amount of assembly grease. When screwing the pedals into place, please keep in mind that the right side of the pedal has a right-hand thread [tightened clockwise] and the left pedal side has a left-hand thread [tighten counterclockwise]. The pedals are labelled 'R' for the



right pedal and 'L' for the left pedal. Consult the table 'Recommended tightening torques' on p. 80 or the documentation of your pedal manufacturer for the required tightening torques.

Handlebars, stem and suspension fork

You have the option of adjusting the handlebars, the stem and the suspension fork to your needs. The chapters 'Suspension fork' on p. 55 and 'Adjusting the handlebars and stem' on p. 61 describe in detail how to make adjustments. Read these chapters carefully so that you are able adjust these components correctly.

WARNING

Sluggish or impaired steering.

Sluggish or impaired steering may result in crashes. Make sure that the steering is smooth and that the Bowden cables do not impair the turning angle.

WARNING

An incorrectly adjusted suspension fork may cause an accident. Ensure that your fork is in the right position and that there is sufficient air in the fork [you will find instructions on how to do this on page 55].

Seat height and position

You have the option of adjusting your seat height and seat position to your body size or your preferred position over the bottom bracket. A detailed description is provided in the Chapter 'Adjusting the seat height' on p. 57.

Checking the bolted connections

Please lift your bike approximately 10 cm and then drop it from this limited height onto the ground. Rattling sounds indicate loose components. Locate the source of the rattling and check the screwed connections and bearing.



Biking on public roads

If you intend to use public roads, you must equip your bike to comply with the legal requirements of your country.

INFORMATION

For information on cycling on public roads: Please consult the chapter 'Legal requirements regulating the use on public roads' on p. 28. Please consult the chapter 'Notes on safe use of public roads' on p. 31. Before using public roads, get informed on the specific regulations that apply in your country.

Every time before you use your bike

WARNING

Non-secured centre/side kickstand. If a centre or side kickstand is not secured properly, it may release while you are riding and cause an accident. Ensure that the centre or side kickstand is in a fully retracted position.

WARNING

Incorrect or incomplete setup of the bike.

Incorrect or incomplete setup of the bike may result in serious accidents. Do not use the bike before working through each of the points listed in this chapter. Contact the Porsche Bike hotline with any questions or if you are unsure how to set up the bike.



WARNING

Damage due to fatigue and wear. Damage due to fatigue and wear may be indicated, for example, by scratches, bending and cracks or the impairment of functions. Components that have exceeded their lifecycle pose a risk of failure. Check the bike for damage due to fatigue and wear on a regular basis. Replace the rubber grips and plugs if they are damaged or worn. If you find any signs of damage or wear, contact your Porsche Centre or the Porsche Bike hotline.

WARNING

Safety precautions when riding at night or in the dark. If you are cycling with your lights on at night or in poor visibility conditions, ensure that your lights comply with the applicable regulations in your country. Check that your headlamp and rear light function correctly. Do not cycle with dirty or damaged reflectors.

WARNING

Safety precautions in rain, snow or strong wind.

Keep in mind that your bike will respond or function differently in bad weather or under extreme weather conditions. The effectiveness of brakes is reduced in wet weather, for example. Adjust your speed accordingly. You may lose control of your bike and fall heavily in snow or icy conditions. Avoid cycling in extreme weather conditions.

What to check after a crash

A crash may negatively affect the functioning of the bike and result in damage. It is possible that your bike is rendered unusable. For this reason, please perform the following checks:

Wheels and tyres

Please check your wheels. They must be firmly positioned in the wheel mounts by means of the quick releases/quick release axles or screwed connections and be centred in the front fork and rear fork. They must revolve smoothly and without any runout. Check your tyres for damage, particularly to the frame.



Handlebars and front fork

Check the handlebars and front fork for any damage and cracks. Check to make sure the handlebars and front fork are not twisted against one another in the assembly. To do so, hold the front tyre between your knees and attempt to twist the handlebars.

Derailleur

Please check that your chain is located on the front chain rings and rear cassette. A crash on the rear derailleur side may damage it. Attempt to shift through the gears and make sure the shifter or dropout, which may be bent, does not come too close to the rear wheel spokes.



⚠ WARNING

Bent rear derailleur. Contact between the rear derailleur and the spokes poses a risk of crashing. Do not use a bike with a bent rear derailleur. Contact a bike specialist or the Porsche Bike hotline.

⚠ CAUTION

Twisted front derailleur. A twisted front derailleur may cause the chain to slip off the chain wheel. The bike will therefore cease to be propelled forward. Do not use a bike with a twisted front derailleur.

What to check after a crash

Further steps

- Make sure that your seat has not been bent by the crash. To do so, compare the seat alignment against the top tube.
- Check your bike for loose bolted connections and components.

Only use your bike again when you have checked the above points without finding any problems. For the rest of your ride, avoid subjecting your bike to extreme stress caused by, for example, braking hard and riding out of saddle. To avoid risks, you can make the return trip with another suitable mode of transportation. Then inspect your bike thoroughly again once you have returned home. Please contact a bike specialist of your choice, your authorised Porsche Centre, or the Porsche Bike hotline with any questions.

WARNING

Bent parts. Do not bend bent parts back into their original shape. There is an acute risk of breakage. This particularly applies to parts essential to safety such as the frame, front fork, handlebars, stem and seat post. Immediately replace bent parts.

WARNING

Defective parts. Parts damaged in an accident may result in further accidents if used further. Do not in any case use a defective bike or defective parts.

Further important instructions for your Porsche Bike

INFORMATION

Porsche only recommends use of original Porsche spare parts and accessories on your bike. Porsche is unable to accept liability for any damage caused to your bike by use of spare parts and accessories which have not been approved by Porsche.

INFORMATION

Rider's height. Your authorised Porsche dealer will help you to select the right frame size for your height. Porsche Bikes are available in three frame sizes. These are suitable for body heights as follows:

Frame size [S] for height: 1.60 – 1.70 m
Frame size [M] for height: 1.71 – 1.84 m
Frame size [L] for height: 1.85 – 1.95 m

WARNING

Deficient technical condition. Deficient technical condition of the bike may result in damages and cause a crash or accident. Only use your bike if it is in perfect technical condition.

WARNING

Use of child seats and child bike trailers. Porsche Bikes are not approved for mounting child seats or for cycling with child bike trailers. Do not use any child seats or child bike trailers.

INFORMATION

You can find the current version of the operating instructions for your bike at www.porsche.com/bike

Handling the quick releases or quick release axles

Quick releases or quick release axles [Bike RX] on the front and rear wheel and on the seat post allow you to mount and dismount wheels easily and adjust the seat height to the height of the cyclist. You should check that the quick releases or quick release axles are firmly tightened before each trip and the wheels and seat post are firmly mounted on the bike.

When closed, the quick release exerts the clamping force needed to fix the components in place using an eccentric. The locking nut on the opposite side of the hub sets the clamp's pre-stress.

The wheel quick releases or quick release axle levers are located on the front and rear wheel on the side opposite the derailleur, i.e. on the left-hand side when you face the direction of travel. When mounting the wheels, make sure that the quick releases are always on this side to prevent improper mounting.

When parking your bike, make sure that the parts clamped with quick releases are adequately secured against theft.

WARNING

Loose components. If quick releases or quick release axles are not secured properly, components may become loose and cause you to crash. Check to make sure all quick releases or quick release axles are secure and tighten them if necessary.

Securely mounting the wheels and seat post

Your bike has either one-step or two-step quick releases or a quick release axle. To open the two-step quick releases, first lift the larger lever. Then open the second lever. The word 'Open' should now be visible on the quick release.



One-step quick releases have a single lever. You only have to open this lever.

You open the quick release axle [Bike RX] by turning the lever in an anti-clockwise direction. To make it easier to handle, you can raise the lever slightly and move the lever several times.

CAUTION

Hot brake disc. The brake disc may heat up when the brake is applied. There is a burn risk. Avoid coming into contact with the brake disc. Let the brake disc cool off before using the wheel quick releases.

To close the quick release, move either both and/or one lever to the locking position at the same time. The lever can be readily moved over half of the clamping range. Then, the leverage force must increase substantially and can only be moved with difficulty over the remainder of the clamping range. This way, you can be sure adequate clamping force has been applied.

You close the quick release axle by turning the lever in a clockwise direction. To do so, move the lever several times. Then raise the lever and turn it to the required position.

Once closed, the quick release is parallel to the wheel. Make sure that there is no risk of external contact accidentally opening the lever.

Make sure the quick release is securely positioned when closed. Attempt to twist it. If it can be twisted, you will have to increase the pre-stress with the nut located on the other side.



Handling the quick releases or quick release axles

For this, open the quick release again and tighten the nut more in a clockwise direction. Close the quick release and again check that it is securely positioned.

If the quick release closes stiffly, proceed as above, but loosen the nut counterclockwise until the release is securely seated.

After the adjustment, you should check to make sure the wheel is securely mounted by lifting the front or rear wheel. While shaking the wheel, check to make sure it has been securely mounted in the front fork or the frame.

i INFORMATION

A failover protection is located on the front fork. In order to remove the front wheel, you may need to loosen the nut on the quick release or quick release axle somewhat, so that you can remove the wheel by pulling it down.



! WARNING

Loose components. If quick releases are not closed securely, components may become loose and cause a crash. Check to make sure all quick releases are secure and if necessary, clamp them tight.



Proper use

Your Porsche bike has been developed to meet the requirements of a mountain bike. If you intend to use your Porsche bike on the public roads, you should ensure that it is equipped to comply with the legal requirements of the country in which you intend to use the bike.

Your bike is intended for travel on paved and unpaved paths and roads. Failure to comply with the safety instructions in this on manual may cause the bike to break down. Porsche is not liable for resulting damage to the bike.

These Porsche bikes are not suitable for downhill/free ride parks, jumps or competitions.

The permissible weight for the bike, rider and gear amounts to 120 kg/265 lbs. The bike is not suitable for use with child seats and trailers.

Proper use also includes compliance with prescribed usage, maintenance and repair instructions indicated in this owner's manual.

This owner's manual was compiled for the Porsche Bike RX, the Porsche Bike RS and the Porsche Bike, but does not describe every detail of your bike. Please consult the enclosed owner's and assembly manuals from the component manufacturers, which are enclosed with your bike and/or the owner's manuals on the websites of the component manufacturers. The Porsche Bike hotline is available if you have further questions.

! WARNING

Overloading the bike. Overloading the bike may cause components crucial to safety to fracture or fail [e.g. frame, front fork, handlebars, stem, seat post, etc.]. Do not in any case exceed the maximum permissible weight of 120 kg. The bike may only be used by one person at a time.

! WARNING

Uncontrollable manoeuvres. Improperly fixed loads and absent-minded cycling may endanger yourself and other road users. You may lose control of the bike. Do not transport any loads, bags or the like on handlebars. Do not cycle without hands.

Legal requirements regulating the use on public roads

If you would like to use your bike on public roads, it must be equipped in accordance with the valid legal regulations of your country. Familiarise yourself with the valid regulations in your country before using your bike on a public road.

Please note that bike lights are required in most countries. In most cases, the lights are powered by a dynamo on the bike. Battery-powered lights are often not permitted. Familiarise yourself with the valid regulations in your country.

Please also consider other requirements of your local legislative body. Some regulations also require a bike bell or other signal.

The Porsche Bike includes a reflector set that satisfies international legal reflector requirements. The reflectors are not pre-mounted for your specific country. If you would like to equip your bike with the required reflectors, please determine which reflectors are needed based on the following table. Please note that a complete reflector configuration includes special pedals with reflectors, which must be mounted on your bike.

Please also consider that the Porsche Bike RX and Bike RS do not include spoke reflectors for France and Australia. If you would like to use your bike in these countries, we ask that you subsequently mount spoke reflectors which comply with the local regulations of your country.

Mounting the reflectors

The Porsche bikes include reflector sets which comply with international regulations for reflectors [except spoke reflectors for the Porsche Bikes RX und RS for Crankbrothers Cobalt wheels for France and Australia]. The required mounting materials are also included. Use the NGH-318 handlebar clamp for a handlebar diameter of 31.8 mm to mount the front reflector. The fasteners and reflectors are directly labelled with the respective codes.

Push the open holder over the handlebar. Then push the holder as close as possible to the middle of the handlebars and screw it in place with a Philips screwdriver.



Once the clamp is securely positioned on your handlebar, push the white reflector RR-180-SL onto the holder.

Proceed similarly when mounting your rear reflector. Mount the NGS-272 seat post holder on your seat post and slide the red 180-SK reflector onto the holder. Please make sure that the reflector is not in your way when riding the bike and that the seat post is pushed in far enough.



The following table indicates which spoke reflectors you will need for your Porsche bike and for your respective country. Please note that all reflectors and fasteners are labelled with the respective codes.

Proceed as follows to mount the spoke reflectors on your Porsche bike: Place the reflector on a spoke from the inside with the fastener up. Gently clamp the reflector between the two opposing spokes. Turn the fixing clamp into the reflector and tighten it with a slotted screwdriver. If applicable, push the reflector between the spokes in the radial direction.



WARNING

Loose spoke reflectors. A loose spoke reflector may cause a crash. Make sure that there is no risk of the reflector twisting and that it is securely positioned between the spokes.

PLEASE NOTE

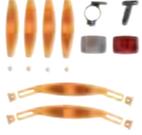
Risk of damage to the spokes. Do not apply excessive force when bracing the reflector between the spokes.



Proceed as follows to mount the spoke reflectors on your Porsche Bike RX and Porsche Bike RS:

- Push the reflector between 2 spokes so that the hatched side is on the spokes and the reflector is firmly positioned between a 3rd spoke.
- Slide the enclosed mounting caps over the reflector ends from both sides and screw them in place with the enclosed star-headed screws.
- Check whether the reflectors are positioned in a radial direction towards the tyre.

Legal requirements regulating the use on public roads

Country	Position	Number	Reflector code	
USA/Canada/UK/Japan	Front [handlebars]	1	RR-180-SLW	
	Rear [seat post]	1	RR-180-SLR	
	Front mounting	1	NGH-318	
	Rear mounting	1	NGS-272	
	Bike RX and RS wheel [12 spokes-Crankbrothers]	2	RR-530-WUW SW II	
	Bike wheel standard	2	RR-530-WUW	
EU countries [excluding France]	Front [handlebars]	1	RR-180-SLW	
	Rear [seat post]	1	RR-180-SLR	
	Front mounting	1	NGH-318	
	Rear mounting	1	NGS-272	
	Bike RX and RS wheel [12 spokes-Crankbrothers]	2	RR-317-WUA SW II	
	Bike wheel standard	4	RR-317-WUA	
France	Front [handlebars]	1	RR-180-SLW	
	Rear [seat post]	1	RR-180-SLR	
	Front mounting	1	NGH-318	
	Rear mounting	1	NGS-272	
	Bike RX and RS wheel [12 spokes-Crankbrothers]	-	**	
	Bike wheel standard	2	RR-530-WUA	
Australia	Front [handlebars]	1	RR-180-SLW AS	
	Rear [seat post]	1	RR-180-SLR AS	
	Front mounting	1	NGH-318	
	Rear mounting	1	NGS-272	
	Bike RX and RS wheel [12 spokes-Crankbrothers]	-	**	
	Bike wheel standard	2	RR-530-WUA AS	

Notes on safe use on public roads

As a cyclist, you are at a disadvantage on the road. Please be aware of this. A bike does not have any crumple zones. An accident may cause serious personal injury. For this reason, always exercise extreme caution when riding and attempt to anticipate and avoid risks. Expect other road users to make mistakes.

i INFORMATION

The information in this owner's manual is not suitable for teaching you how to cycle and also does not refer to all rules of conduct when using public roads.

Tips for using public roads

- Check your bike is functioning properly and in a road-worthy condition prior to use.
 - Ride with respect and foresight. Do not place yourself and other road users in unnecessary danger.
 - Please familiarise yourself with the appropriate rules and regulations concerning use of your bike on the public roads.
 - Do not listen to music with earphones and do not use a phone while riding. This distracts you from the traffic so that you may not recognise risks in time.
 - Maintain a safe distance to vehicles in front of you as they generally have a shorter braking distance than you do.
 - Please keep in mind that wet roads reduce the effectiveness of your brakes, meaning that you will require a longer braking distance before coming to a stop. Wet roads also impair cornering. Adjust your speed for a safe ride.
- You should turn on your bike lights when riding in adverse weather conditions and conditions with poor visibility.
 - To improve your visibility, wear bright, noticeable clothing. Wear tight-fitting leg wear, bands or cycle clips to prevent your legwear from catching in the derailleur. Wear a helmet and protective glasses for your safety.
 - The following traffic points and situations pose an increased accident risk. Exercise extreme caution:
 - At intersections even if the bike path runs parallel to the lane. There is a risk of vehicles turning across the bike path.
 - When crossing tracks.
 - When you are in a vehicle's blind spot and the driver is unable to see you.
 - On bike paths when dogs, children or pedestrians unconsciously change sides.

Notes on off-road cycling

Today, bikes enjoy widespread popularity when it comes to leisure activities and recreation in a natural setting. Even when riding in parks and on forest roads, you should follow a few rules to protect the natural world and avoid conflicts between cyclists and hikers.

Only ride on designated paths and roads. Protect the animal and plant world. Do not ride across pastures, fields or waterways, nor directly through the forest. Do not apply full brakes and do not leave any braking tracks.

Adjust your speed to suit the terrain and your riding abilities.

Be aware of pedestrians and hikers. Reduce your speed particularly in areas with reduced visibility and when travelling downhill; be ready to brake at all times.

Use designated waste bins for your refuse; if none are provided, make sure that you take your refuse home with you. Please leave the outdoors as you found them.

i INFORMATION

Never overestimate your skills. Condition and proper cycling technique cannot be acquired overnight. Start off slowly and only increase the difficulty in sensible increments. Many situations and tour lengths require years of training.

i INFORMATION

Mountain bikers can find more information from the International Mountain Bicycling Association [www.imba.com].

Brakes

The brakes are designed to control your speed and in some situations, to bring your bike to a sudden stop. Applying full brakes will shift your weight from the rear wheel to the front. To prevent the bike from flipping or the front wheel from slipping, you should shift your weight to the back of the bike, especially when travelling downhill. When possible, apply both brakes at the same time. Practice braking on different surfaces in an area without traffic. Be aware of reduced braking effectiveness in wet weather conditions and also that the grip on your tyres becomes less effective over time. Reduce your speed.

Hydraulic disc brakes are installed on the front and rear wheel of your bike. Prolonged braking or continual chafing may cause the brakes on your front fork to overheat. This may reduce the braking effectiveness or cause the brake to fail completely and poses a danger of accident!

To avoid this, do not apply the brakes for prolonged periods during longer descents; always be sure to release the brake occasionally. In case of doubt, stop and allow the brakes to cool off.

! WARNING

Sudden braking. Accidentally applying the front wheel brake may cause a crash. Familiarise yourself with the location of the front and rear wheel brake levers.

Please familiarise yourself with the location of the left and right brake lever for the front and rear wheel brake. In countries with right-hand traffic, Porsche Bikes are shipped such that the left brake lever controls the front wheel brake and the right the rear wheel brake. In countries with left-hand traffic, Porsche Bikes are shipped such that the right brake lever controls the front bike brake and the left brake lever the rear wheel brake. Familiarise yourself with the location of your brakes or ask a bike specialist to adjust them to suit your needs.

Gradually familiarise yourself with your brakes and practice applying them on a surface away from traffic. Proper control of your brakes may avoid accidents.

Your Porsche Bike is equipped with hydraulic disc brakes. Disc brakes offer superior braking performance in comparison to rim or drum brakes. Gradually familiarise yourself with effectiveness of your disc brakes.

! WARNING

Water film on the brake disc. The braking effectiveness is decreased when cycling in rain and through water [e.g. puddles]. Adjust your speed to accommodate for the longer stopping distance.

! WARNING

Reduced braking effectiveness. Debris such as wax, grease or oil on brake pads and discs reduces the friction coefficient and braking effectiveness as a result. Make sure that the brakes are free of wax, grease and oil.

! WARNING

Worn brake components. Brake pads, brake discs and hydraulic lines are subject to wear and tear when used. Have brake pads, brake discs and hydraulic lines inspected by a bike specialist on a regular basis and, if necessary, have them replaced.

i INFORMATION

Only use original Porsche spare parts when replacing brake components. If in doubt, contact the Porsche Bike hotline.

Brakes

i INFORMATION

New brake pads must be broken in for optimal braking effectiveness. Accelerate your bike and apply the brake until you have come to a full stop. Repeat the process several times. Once there are no longer any decreases in the required hand pressure, the brakes are broken in.

Checking your brakes

The width of the brake lever can be adjusted to your hand size for improved ergonomics. You will find more information on brake adjustment in the manual for the particular brakes fitted to your bike.

! CAUTION

Hot brake components. The brake disc and brake calliper heat up when braking. Under these conditions, there is a burn risk if your skin comes in contact with these components. Let the brake components cool off before working on them.



! WARNING

Toxic liquids. Brake fluid is toxic and an irritant. Do not open the brake lines.

PLEASE NOTE

Brake fluid damages the surface of the bike and the components. Do not open the brake lines.

! WARNING

Leaky brake components. If there is a leak, brake fluid may escape, thereby rendering the brakes useless. Check the brakes and hydraulic lines for leaks on a regular basis. If brake fluid is leaking, immediately contact a bike specialist or an authorised Porsche Centre. Do not ride your Porsche Bike if the brake components are leaking.

! WARNING

Worn brake pads. Worn brake pads negatively affect braking effectiveness. Once the metallic pad brake disc holders approach < 1 mm, they must be replaced in accordance with the brake manufacturer instructions. Check the wear of the brake pads on a regular basis and if necessary, replace them according to the brake manufacturer instructions.

! WARNING

Dirty brake pads and brake discs. Dirt on brake pads and brake discs reduces their friction coefficient and consequently the braking effectiveness. Immediately replace any dirty brake pads. Clean dirty brake discs with brake cleaner.

Brake chafing

If the brake pad rubs against the disc while cycling, this could be due to the following:

- The brakes have not been completely broken in.
- The wheel may not be centred in the axle mounts of the frame and/or the front forks. Re-centre the wheels.
- The wheels may not be securely positioned in the axle mounts. Check the quick releases and the hub screw connections.

! WARNING

Brake chafing. Continual chafing of the brakes may overheat them and reduce braking effectiveness as a result. Break in new brake pads. Check to make sure they are installed securely and that the wheels are also secure.

PLEASE NOTE

Risk of damage to brake components due to overheating. Break in new brake pads. Check to make sure they are installed securely and that the wheels are also secure.

Derailleur

The components of your bike that convert pedalling power to propel the wheel forward are referred to as the derailleur. These parts include the inside bearing, pedal crank, pedals, cassette, gearhub and chain and/or pulleys and belts.

With the derailleur, you can adjust your gear ratio and thereby change the distance travelled by the wheel per crank revolution. With a derailleur, a small front chain wheel and a large rear sprocket correspond to an easy gear ratio that is ideal for uphill travel. A large gear ratio is achieved with a large front chain wheel and a medium-sized to small sprocket on your cassette. This ratio is suitable for high speeds on level terrain. A gear hub offers multiple gear ratios with a gear display.

Derailleur

With a derailleur, you should consider the diagonal position of the chain. Attempt to avoid combinations of a small chain ring and small sprocket and/or large chain ring and a large sprocket. This reduces the lifetime of your chain and/or the chain rings and sprocket.

WARNING

Chain and chain ring. Trousers with wide legs may catch in the chain or the chain ring and cause a crash. Wear trousers with tight-fitting legs or use leg bands or clips.

WARNING

Sudden loss of power and propulsion. Shifting under a load may cause the chain to slip or fall off of the chain rings. The loss of power and propulsion may cause a crash. When shifting, continue to pedal without applying excessive force.

Changing gears

With Shimano derailleurs, the shift levers are mounted so that the lever for controlling the front derailleur is located on the right handlebar and the lever for controlling the rear derailleur is located on the left handlebar.

For countries with right-hand traffic: Shift levers for the front derailleur is located on the left handlebar. Shift levers for the rear derailleur is located on the right handlebar.

Shimano rapidfire shifters are designed so that each shifter has a large and small lever. The large shifter serves to change to the larger chain ring or sprocket, the small lever changes to the next smallest chain ring or sprocket.



Derailleur

Normally, you operate the large lever with your thumb. The smaller lever in front of the handlebars is operated with your index finger or thumb [Shimano Syfront forke with 2-way release].

⚠ WARNING

Failure to remain alert on public roads. Practicing shifting on public roads may distract one's attention from traffic and potential risks, which may result in an accident or crash. Only practice shifting when on a surface away from traffic.

⚠ WARNING

Sudden loss of power and propulsion. Shifting under a load may cause the chain to slip or fall off the chain rings. The loss of power and propulsion may cause a crash. When shifting, continue to pedal without applying excessive force.

PLEASE NOTE

Risk of damage to the chain and frame when shifting under a load. If the chain falls off, it may cause chain suck [deadlock of the chain] between the front chain ring and the chain stay. This may damage the frame. When shifting, continue to pedal without applying excessive force.

PLEASE NOTE

Risk of damage to the chain due to increased wear. Avoid a gear ratio where the chain is in an extremely oblique position.



Checking and adjusting the derailleur

After the first hours of using your bike, the Bowden cables of your derailleur may be elongated, which will reduce shifting accuracy. The derailleur may therefore have to be adjusted. We recommend that the derailleur is adjusted by an experienced bicycle mechanic. If you want to adjust your derailleur yourself, consult the additional owner's manuals of the derailleur manufacturer. If in doubt, contact the Porsche Bike hotline.

Use the adjusting screw located on your shifter to make fine adjustments to the rear derailleur.

When making the first fine adjustments, try turning the adjusting screw counter-clockwise to compensate for the stretching. Make gradual adjustments with the adjusting screw. Check the adjustment by shifting one gear up and then back down. If this is successful, shift through all gears on the cassette in both directions.

Set the front derailleur so that the chain is able to run through the derailleur cage without chafing on the lateral guide plates. Pay attention to the diagonal position of the chain [chain line].

i INFORMATION

Make adjustments on a proper workstand. This will allow you to freely rotate the rear wheel and shift through all gears.

PLEASE NOTE

We recommend that adjustments to the rear derailleur and front derailleur should be performed by a specialist. Improper adjustments may result in mechanical damage. Please observe the additional instructions of the shifter manufacturer. Contact the Porsche Bike hotline if you have questions.

In addition to setting the chain line, you can set the limit stops on your rear and front derailleur. This prevents your chain from coming off the rear cassette sprocket or the front chain rings.

⚠ WARNING

Properly adjusted chain clearance between left and right limit stop. If the limit stops are not set correctly, the chain may fall off and catch between the chain ring and chain stay or rear cassette and spokes. The bike will no longer be propelled forward or the rear wheel may jam as a result. There is a risk of loss of control or crashing. Exercise utmost care when setting the limit stops or have this done by a bike specialist.

PLEASE NOTE

If the chain falls off, it may cause chain suck [deadlock of the chain] between the front chain ring and the chain stay. This may damage the frame. Exercise utmost care when setting the limit stops or have this done by a bike specialist.

To set the limit stops for your gears, shift to the highest gear, that is, the smallest rear sprocket, using the small right shifter. Now look at the derailleur from the back. The cage of the derailleur and both guide rollers must be directly under the smallest sprocket.

Use the top limit stop screws to make the adjustment for the smallest sprocket.

Do the same to set the limit stop for the largest sprocket. Set the limit stop with the bottom limit stop screw. Make sure that the chain does not come off of the largest sprocket into the spokes.

Derailleur

⚠ WARNING

Improperly adjusted shifter. Incorrect shifting on public roads may distract one's attention from traffic and potential risks, which may result in an accident or crash. Check the settings of the shifter during a test drive away from road traffic.

To make adjustments to your front derailleur, use the adjusting screw on your shifter to set the free chain line of the front derailleur.

The front derailleur also has two screws for setting the limit stop. Shift to the small chain ring and adjust your front derailleur using the inside end stop screw to prevent the chain from falling off the smallest chain ring. Switch to the largest chain ring and use the outside screw to set the limit stop and adjust your front derailleur. Do not let the chain come off the chain ring on the outside.



i INFORMATION

Location of the limit stop screws to the inner and outer stop position may differ with the shifter. For this reason, please be absolutely sure to observe additional instructions of the shifter manufacturer.

⚠ WARNING

Bent shifter components. After a crash, the shifter, derailleur hanger or front derailleur may be bent. Proper and safe use can no longer be assured. Have the defective shifter components replaced by a bike specialist.

⚠ WARNING

Incorrectly set front derailleur. The front derailleur setting is very sensitive. Setting it improperly may cause the chain to fall off. The bike will no longer be propelled forward as a result and there is a risk of crashing. Exercise utmost care when setting the front derailleur or have this done by a bike specialist.

Gear hubs

The advantage of gear hubs lies in their enclosed construction. In most cases, you can switch through all gears with one shift operation. A thumb shift is used to change gears. By pushing the large shifter with your thumb, you will change to a higher gear. By pushing the small shifter with your index finger, you will change to a lower gear.

i INFORMATION

The location of the brake levers may vary depending on the model and manufacturer. Read the enclosed owner's manual from the derailleur manufacturer.

i INFORMATION

Gear hubs may require shifting without a load or the cyclist to stop pedalling when shifting. Make sure that shifting is noiseless. Read the enclosed owner's manual from the derailleur manufacturer.



⚠ WARNING

Failure to remain alert on public roads. Practicing braking on public roads may distract one's attention from traffic developments, pose potential risks and cause an accident or crash. Only practice shifting when on a surface away from traffic.

Adjusting gear hubs

Gear hubs must rarely be set or adjusted. Normally, settings are only made using two marks on the hub and their position by means of an adjusting screw on the shifter.

i INFORMATION

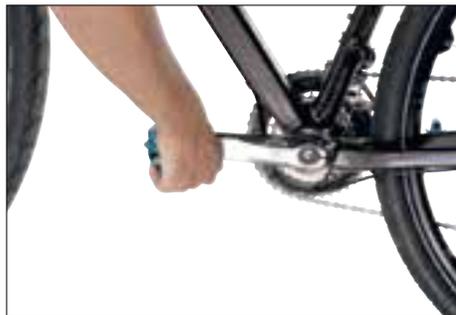
Observe the owner's manual of the gear hub manufacturer when adjusting the gear hub.

Inside bearing and cranks

The inside bearing is normally an enclosed construction containing the crankshaft and crank assembly. This construction prevents dirt, water and mud from entering and requires no maintenance. However, you should check regularly to make sure the inside bearings in the bottom bracket shell of the frame is firm.

Check to make sure both crank arms are securely seated by shaking them; there should be no play.

Derailleur



⚠ WARNING

Crank play. Crank play may indicate damage to the seats of the crankset. There is a risk of the crank arms fracturing. It may be necessary to tighten the crank arms. If tightening the crank arms does not resolve the problem, contact a bike specialist or the Porsche Bike hotline.

Chain

The lifecycle of your chain is highly dependent on chain care, that is, cleaning and lubrication.

Perform a basic cleaning of your chain using a cloth. Apply chain oil evenly to the chain while rotating the crank. Turn the crank a few more revolutions to evenly distribute the chain oil and let the chain sit for several minutes to allow the oil to soak into the chain. Rub off any leftover lubricant with a clean cloth.

i INFORMATION

Lubricants enter the environment when cycling.

To protect the environment, only use biodegradable lubricants. Make sure you use a base that collects any dripping oil.

⚠ WARNING

Reduced braking effectiveness. Lubricants on brake pads and brake discs reduce their friction coefficient and consequently the braking effectiveness. Make sure that no lubricants come into contact with the brakes.



Despite regular care, the chain is still subject to wear and tear. The lifecycle of chains normally corresponds to approximately 800–2500 km or 40–125 hours of use. Replacing your chain regularly can extend the lifecycle of your chain rings and your cassette.

To easily assess the condition of your chain, shift to the largest front chain ring and pull the chain off the chain ring with your thumb and index finger. If the chain can be lifted substantially, it is excessively elongated and must be replaced.

Have a bike specialist perform an in-depth inspection of your chain with special tools.

i INFORMATION

Only use original Porsche spare parts when replacing the chain and select the right chain for your derailleur.

⚠ WARNING

Sudden loss of power and propulsion. A worn chain may suddenly break or fall off. The loss of power and propulsion may cause a crash. Check the condition of the chain on a regular basis and if necessary, have it replaced.



Bike belt drive

Unlike a derailleur, a belt drive requires no maintenance, meaning it does not require oiling or lubrication.

If you have a belt drive, proceed as follows:

- Open the compartment on the right seat stay with a corresponding M4 Allen key.
- Open the clamp on the eccentric inside bearing with a corresponding M5 Allen key. You can now turn the inside bearing counter-clockwise to release the belt tension.
- Pull the belt off the front pulley.
- You can now run the belt through the open seat stay.
- Turn the crank so that it is parallel to the chain stay and pull the belt over the front pulley.
- Follow the steps in reverse order to install a new belt. First place the belt on the front pulley so that it is on the inside bearing housing.

Derailleur

- Run the belt through the open seat stay and place it on the back belt pulley.
- Then engage the seat stay lock by applying tightening torque of 2.7 Nm.
- Now place the belt on the front belt pulley. Please ensure that the belt is not under tension, if necessary, turn the eccentric bearing more towards the back of the bike.
- Now start to turn the eccentric inside bearing until the belt is under tension and tighten the eccentric inside bearing by applying tightening torque of 5.5 Nm. Squeeze the belt in the middle of the belt drive together by applying manual force of 20–45 N [2–4.5 kg]. You should be able to squeeze the belt by 10 mm. Repeat this step at various points, in the process, turn the crank in 45° increments.
- If the belt is not under proper tension, adjust the tension by turning the eccentric inside bearing.

PLEASE NOTE

Risk of damage due to incorrect belt tension. If the belt tension is insufficient, the belt may slip over the pulley and be damaged. Excessive belt tension may damage the bearings causing the system to be stiff. Have a bike specialist change and adjust the belt.



⚠ WARNING

Sudden loss of power and propulsion. If the belt tension is insufficient, the belt may slip over the pulley and be damaged. The loss of power and propulsion may cause a crash. Have a bike specialist change and adjust the belt.

i INFORMATION

Adjusting the belt may differ from the method described here. Please consult the documentation provided by the belt manufacturer.

PLEASE NOTE

Risk of damage to the belt. Do not forcefully apply excessive pressure to the belt or use tools with sharp edges when working on the pulley. Do not twist the belt. Do not excessively bend or squeeze the belt. Observe the manufacturer instructions when handling the belt.

Wheels and tyres

The assembly consisting of the hub, spokes, tube protector and wheel rim is referred to as the wheel. The tyre is mounted on the rim and pressurised with a tube. To protect the tube against the sharp edges of the rim base or spoke nipples, it is lined with a tube protector.

After the first hours of use, the spokes and nipples may settle. Check the run-out of your wheels. If your wheels exhibit run-out, have them inspected or, if applicable, centred by a bike specialist or contact an authorised Porsche Centre or the Porsche Bike hotline.

If a tyre change is necessary, use original spare parts or tyres of exactly the same size. The size of your tyre is specified on the tyre sidewall, either in standard millimetres [e.g. 52–622; 52 mm width when inflated and 622 mm [inner] diameter] or in inches [e.g. 28 x 2.0].



⚠ WARNING

Sudden restriction of the turning angle. Using tyres that are larger than the factory recommended size may result in contact between your foot and the front wheel when turning. There is a risk of crashing. Only mount tyres that correspond to the factory recommended size.

⚠ WARNING

Overload due to incorrect tyre size. Using tyres that do not correspond to the factory recommended size may overload the frame and front fork. There is a risk of fracturing. Only mount wheels with the corresponding factory recommended size.

PLEASE NOTE

Tyres that are larger than the factory recommended size may rub against the frame and front fork and damage the paint. Only mount wheels with the correct factory recommended size.

The air pressure of your tyres determines the risk of flat tyres [e.g. insufficient air pressure when riding over a curb], but also rolling friction, wheel grip and suspension comfort. The air pressure recommended by the manufacturer is generally located on the tyre side wall or the type label.

PLEASE NOTE

Sharp and pointy irregularities or obstacles pose a risk of damage to the tyre. Check the condition of the tyres on a regular basis.

⚠ WARNING

Sudden loss of tyre pressure. Excessive tyre pressure may cause the tyre to pop or slip off the rim. There is a risk of crashing. Always cycle with the prescribed tyre pressure.

⚠ WARNING

Reduced tyre grip. Tyres with a worn profile lose their grip. Replace worn tyres.

⚠ WARNING

Sunlight and the elements. Tyres may become brittle and crack. There is a risk of crashing. Replace cracked tyres.

Normally, 3 types of valves are used to fill and seal the tubes.

- The Sclaverand valve or presta valve is used with almost all bike classes and is designed for maximum pressures. The knurled screw must be loosened in order to fill or release air. After filling, make sure that the knurled screw is tightened to prevent air from escaping.

- The Schrader valve or auto valve is adopted from automobiles and mainly used with mountain bikes.

- The Dunlop valve or blitz valve is the classic valve used for bikes.

A plastic cap on the valve prevents dirt from entering the valve.

Your Porsche Bike is fitted with presta valves.

i INFORMATION

Always cycle with the prescribed tyre pressure and check it weekly. Observe the maximum permissible tyre pressures indicated on the rims. You can also obtain them from the documentation provided by the rim manufacturer.

Wheels and tyres



Mounting the wheels

The wheels are mounted in the frame and the front forks by means of the quick releases, quick release axles or nuts [Porsche Bike rear wheel].

The chapter 'Handling the quick releases or quick release axles' on p. 24 describes how to mount your wheels without tools.

If your wheel needs to be mounted with nuts [Bike], then use the designated tool to do so [open-end wrench SW 15]. Tighten the nuts by applying 30–45 Nm.

With gear hubs, you should also make sure that the hub's non-turn washers have been properly mounted. Consult the owner's manual of the hub manufacturer for specific details on types and configurations.



WARNING

Loose wheels. A loose wheel may cause a crash or accident. Check whether the wheels are secure every time before using the bike.

Flat tyres

Flat tyres are the most common bike breakdowns. If you have a spare tube or repair kit, then you can fix your flat tyre quickly in most cases.

Chapter 'Handling the quick releases or quick release axles' on p. 24 describes how to properly mount and remove wheels; if necessary, you should also observe the notes under 'Mounting the wheels' on p. 48.

If your bike has a gear hub [Bike], you must first remove the gear cable in order to completely remove the wheel from the frame.

If your bike has a belt drive, then you must remove the rear wheel with a size-15 open-end wrench. The belt is no longer under tension. You must now remove the gear cable from the Alfine gear hub.

You can now remove the wheel from the frame. Be careful not to damage the belt when removing it.



Follow the steps in reverse order to mount the tyre. Use a torque wrench to mount the wheel.

Now check the belt tension. For more details, consult chapter 'Bike belt drive' on p. 43.

To remove the rear wheel of the Porsche Bike RX/ Porsche Bike RS with a derailleur, shift to the smallest sprocket on the cassette.

Pull the derailleur back in order to easily remove the wheel by pulling it down.



Flat tyres

⚠ CAUTION

Hot brake components. The brake disc and brake calliper heat up when braking. Under these conditions, there is a burn risk if your skin comes in contact with these components. Let the brake components cool off before you remove the wheel.

PLEASE NOTE

Risk of damage to the brakes when wheels are removed. Do not in any case apply the brake lever. Mount the transport guard for the disc brake in the brake calliper.



i INFORMATION

Please consult the instructions provided by the brake manufacturer.

Removing tyres

To dismount tyres, deflate the tube by opening the valve. Loosen the tyre by gradually pushing it away from the rim side wall around the circumference.

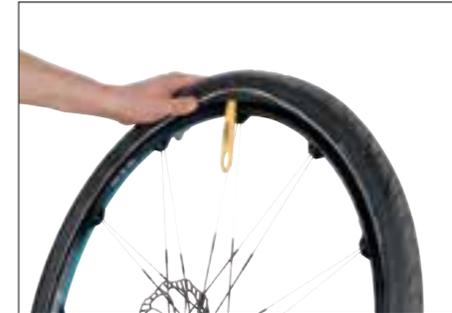
You will need a tyre lever to remove a tyre. Lift the tyre over the rim edge with a tyre lever. With a second tyre lever, reach under the tyre and pull the entire tyre over the rim edge.

You can now remove, replace or repair the tube.

If you would like to replace your tyre, you can simply lift the second tyre side wall over the rim edge by hand.

In the event of a flat tyre, you should check the inside of the tyre for thorns or the like and replace the tyre if necessary. Also check the position of the rim protector. It must cover all sharp edges. The rim protector must be replaced if damaged.

When the tyre has been removed, make sure debris or dirt do not end up inside the tyre to prevent subsequent flats.



Mounting the tyre

With your hands, push the side wall of the tyre over the rim edge so that the entire tyre is situated in the rim base between the two rim edges. If pushing the tyre over the tyre edge is difficult, you can use a tyre lever.

Insert the tube valve through the valve hole. Inflate the tube slightly to prevent wrinkling and place it in the tyre. Now pull the second tyre wall over the rim edge. Make sure the tube is not caught between the rim and the tyre to prevent it from being damaged. Use the tyre lever if you are unable to push the tyre over the rim edge using both hands.

Flat tyres

Check the position of the valve. It must be located within the wheel with its tip pointing to the hub. A valve which has been installed in a diagonal position could tear off and result in sudden loss of pressure.

Before the tube is fully inflated, you should probe the entire circumference of the tube with both hands to ensure that it is properly positioned in the tyre.

Once you have checked the position of the valve and the tube in the tyre, you can inflate the tyre to the air pressure specified by the tyre manufacturer.

Check the position of the tyre using the control ring on the tyre side wall. It must exhibit the same distance to the rim across the entire circumference.

Mounting the wheel

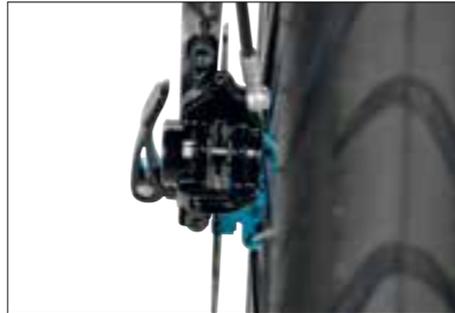
Reverse the steps for removing the wheel in order to mount the wheel. Make sure that your wheel is mounted in a central position between the forks and the rear frame.

Make sure that the quick release, the fastening screws and the non-turn washers are properly positioned, also in the failover protections of the front forks. Please read the chapter 'Handling the quick releases or quick release axles' on p. 24.



Make sure that your brake discs are correctly mounted between the brake pads. Check the distance between the pads and the brake disc.

Please also make sure that your belt drive and gear hub are properly mounted and adjusted.



! WARNING

Brake function. Assembly errors and contamination with e.g. oil and grease on the brake discs and brake pads, may negatively effect the function of the brakes. Test the brakes regularly.

Headset

The headset is a rotatable interface between the front forks in the steerer tube. During use, the headset is subjected to considerable forces and torques, which may loosen the bearing.

! WARNING

Loose headset. A loose headset may increase stress on the bearing and the front fork, which may result in a fracture. Check the headset play on a regular basis.

To check the headset play, place your finger around the upper bearing shell. Apply the front brake and push your bike to the front and back forcefully. If the bearing exhibits play, the upper bearing shifts with respect to the bottom shell.

To check for unrestricted headset movement, lift the front wheel on the front frame triangle and steer to the left and right. This movement must be performed with very little resistance. Centre the front wheel and tilt the bike slightly to the side. The front wheel must fall to the side on its own.



i INFORMATION
Only specialists should adjust the headset. Special tools may be required in certain cases. Have the headset adjusted by a bike specialist.

! WARNING

Loose stem. A loose stem may cause a crash. Check to make sure the stem is securely positioned by holding the front wheel between your legs and attempting to turn the handlebars. The handlebars may not twist in the process.



Headset

Adjusting Ahead-set headsets

All Porsche Bikes feature an Ahead-set headset. With Ahead-set headsets, the stem rests on the fork shaft and is clamped onto it. The stem clamp secures the headset setting.

To adjust your Ahead-set headset, you will need an M4/M5 Allen key, Torx T25 [Bike RX/RS] and a torque wrench.

Open the stem clamp on the side by turning it around once or twice. You can now adjust the headset in the headset cover using the Allen screw.

Check the headset play by repeating the process described at the beginning of this chapter until the play has been set properly. Use an M5 Allen key for this.

Once the play has been set correctly, align the stem with the front wheel. Tighten the clamping screws in the stem by applying the designated tightening torques.



PLEASE NOTE

Risk of damage to the headset bearing if set too tight. Carefully adjust the headset play in quarter revolutions. Do not in any case excessively tighten the screw.

PLEASE NOTE

Risk of damage to the stem and fork shaft. Please observe the prescribed tightening torques.

i INFORMATION

Only specialists should adjust the headset. Have the headset adjusted by a bike specialist.

⚠ WARNING

Loose stem. A loose stem may cause a crash. Check to make sure the stem is securely positioned by holding the front wheel between your legs and turning the handlebars. The handlebars must not twist in the process.

Suspension fork

Your Porsche Bike RX and Porsche Bike is fitted with a suspension fork to provide you with the greatest possible comfort and safety on different surface conditions. Impact on the wrist joints caused by uneven surfaces is reduced significantly and your bike is noticeably easier to control on rough stretches or in the countryside. Impacts caused by rough terrain are generally transmitted to a spring element integrated in the left-hand fork leg [when viewed in the direction of travel]. To ensure optimum performance from the suspension fork, you need to adjust the suspension fork to your body weight and your style of riding.

Positioning the DT Swiss XMM Fork

You can continuously adjust the suspension stiffness by regulating the air pressure. Undo the cap on the left-hand fork leg and attach a suitable air pump to the air valve.

⚠ WARNING

Excessive air pressure. Never fill your suspension fork with a compressor or an air pump not specifically designed for this purpose as these may cause excessive pressure levels. Always use special damper/suspension fork pumps.



Positioning the SR Suntour NCX D-Lo Fork

You can adjust the suspension stiffness by regulating the spring pre-load. To do so, turn the cap on the left-hand fork leg; the overall adjustment range comprises around 15 clicks. You can increase the spring pre-load by turning in a clockwise direction and reduce it by turning in an anti-clockwise direction.

Negative spring travel

The fork should compress about 10–20% when you sit on your bike. Use a cable tie or ask someone to help you to measure how far the suspension fork compresses when you sit on the bike.

i INFORMATION

Attach a cable tie around one of the fork legs. To do so, you first need to remove any load from the fork. Push the cable tie onto the very bottom of the plunger tube. Now mount your bike. The fork will now compress and the cable tie is pushed upwards. You can thus measure the spring travel quickly and easily. If the suspension fork compresses too much, increase the spring pre-load to the specified level.

Suspension fork

Riding

Find suitable terrain to check the suspension fork setting. In doing so, ensure that you try out the complete suspension travel range for the fork. The fork should only use its full travel for extreme impacts.

Special 'Lock Out' function

There is what is known as a 'Lock Out' function on the right-hand fork leg [when viewed in the direction of travel]. You can use this function to block the suspension fork, i.e. the fork no longer compresses when you ride over obstacles. You should only use this function on smooth surfaces with few bumps or when cycling out of the saddle uphill.

WARNING

Risk of an accident when cycling downhill with 'Lock Out' function. Always remember to release the 'Lock Out' function again before setting off or riding across unknown terrain since sudden potholes or bumps put a strain on the 'locked-out' fork. Such sudden impacts are also transmitted to the wrist joints directly, which may cause you to lose control and fall from your bike.



Damping adjustment [DT Swiss XMM Fork only]

Once you have set an optimum negative spring travel on your suspension fork, you can now begin to adjust the rebound setting, i.e. you change the fork rebound speed. If the damping is too soft, this will result in a rapid rebound process in the fork. The tighter you turn the damping, the slower the fork will rebound. If damping is too taut, the fork will sink down after successive impacts as it can no longer rebound quickly enough.

i INFORMATION
Suspension fork manufacturers provide comprehensive operating instructions, which give full details on setting options. Read these operating instructions carefully before making any adjustments.

Adjusting the bike to the user

When you purchased the bike, you already decided on a frame size that suits you.

i INFORMATION
With small frame sizes, make sure that there is no risk of your foot coming into contact with the front wheel when pedalling and steering.

You can also make further adjustments to your bike in addition to the frame size in order to better suit your body posture. Adjustments include changing the seat and stem position as well as other adjustments to your cockpit.

i INFORMATION
A bike specialist can help you quickly adjust your bike to accommodate your needs.

After every adjustment, be absolutely sure to perform a brief check as described in Chapter 'Every time before you use your bike' on p. 14 and check your bike in an area removed from public traffic. In this way, you can safely check all your settings again.

When adjusting screw connections, please be sure to never exceed the designated tightening torques! For the tightening torques, consult the chapter 'Recommended tightening torques' on p. 80 and/or the instructions of the part manufacturers and/or on their website.

Adjusting the seat height

For optimal transfer of power to the pedal, you should adjust the seat height to suit your leg length. For this, place your foot on the pedal so that the ball of your foot is over the pedal axle. Your leg should not be completely extended in the lowest position. Now place your heel on the pedal in the lowest position. Your leg should now be completely extended and your hip should be straight.

When making adjustments, wear the shoes you use when cycling or special cycling shoes.



Adjusting the bike to the user



To adjust the seat height, open the quick release of the seat post clamp.

You can now adjust the seat post height.

PLEASE NOTE

Risk of damage associated with unstable or firm seat post in the seat tube. Never forcefully loosen a seat post which is firmly clamped into the tube. Consult your bike specialist.

i INFORMATION

The minimum insertion depth of the seat post is indicated either on the seat post or the frame. If the frame and seat post indicate different insertion depths, use the larger of the two. With frames where the seat tube extends over the top tube, the seat post must always end under the top tube or the seat stay. Observe the minimum insertion depth for the seat post.

i INFORMATION

The seat post should easily slide into the seat tube when the quick release on the seat post clamp is open.

i INFORMATION

Only use grease or special carbon paste when mounting the seat post in carbon frames and components.

Once you have determined the correct height of your seat post, straighten the seat by inspecting it in relation to the top tube.

Clamp the seat post in place with your quick release. You can securely clamp the seat in place without applying excessive manual force. If applicable, make fine adjustments to the quick clamping forces using the adjusting nut on the quick release.

The chapter 'Handling the quick releases' on p. 24 offers additional information on the quick release clamp.

Check whether your seat is secure by attempting to turn it.

PLEASE NOTE

Risk of damage to the frame and seat post.

Do not excessively tighten the quick release on the seat tube clamp.



Check whether you are still able to safely reach the ground from the seat. If this is not the case, you should at least set the seat lower until you feel comfortable with your bike.

! WARNING

Maximum pull-out length of the seat post.

If the seat post is pulled out past the maximum pull-out length [mark on the seat post or frame], the frame or the seat post may break and cause a crash or accident. Observe the maximum pull-out length for the seat post.

You can set the seat incline and seat position in addition to the seat height. By adjusting the seat position, you change the distance to the handlebars and your pedalling position above the pedal crank. The seat incline should be as levelled as possible so that the cyclist is able to pedal comfortably without slipping off the seat.

To adjust your seat, loosen the seat clamping screw[s]. Only open the screws by turning them a few revolutions, otherwise the seat clamping mechanism could fail. The seat can now be adjusted both lengthwise along the carriage and in its incline.

Adjusting the bike to the user



Now push the seat into the desired position to the front or back. Pay attention to the marks on the seat rails and do not move the seat past them.

Position the seat so that it is levelled. You can use a level for this.

Now tighten the seat clamping screws again with a torque wrench. The seat should not turn in the process. Check to make sure that the seat is secure by attempting to pull it up and down.



i INFORMATION

Check the screwed connections regularly with a torque wrench as described in this owner's manual and/or in accordance with the manufacturer's instructions. Only clamp the straight sections of the seat frame. Observe the marks on the tracks. Use special carbon fitting lubricant on carbon frames.

Adjusting the handlebars and stem

You have the option of adjusting your bike cockpit to suit your needs.

! WARNING

Changes to the handlebars and stem. The handlebars and stem are components which are essential for bike safety. Modifying them may endanger the safety of the bike. Consult a bike specialist if you are not sure how to set them correctly. Only use original spare parts approved by Porsche. Make sure that the stem handlebar combination has been approved by the respective manufacturers.

! WARNING

Loose screwed connections. Screwed connections on the handlebars and stem which have not been tightened properly may become loose when cycling and cause a crash or accidents. Please consult the chapter 'Recommended tightening torques' on p. 80 or the instructions of the component manufacturers and/or their website.

PLEASE NOTE

Risk of fracture to the handlebars and stem due to excessively tight screwed connections. Please consult the chapter 'Recommended tightening torques' on p. 80 or the instructions of the component manufacturers and/or their website.

Stem

You can adjust the height of the stem with the spacer rings between the headset and stem.

To change the stem height, you must first loosen the stem clamping screw. Unscrew the M5 Allen screw from the headset cap and remove it. You can now take the stem off the fork shaft. Remove the spacer rings under the stem to lower the position of the stem. Please note that at least one spacer ring must be located between the stem and headset. You can also adjust the height of the headset by turning it.



Adjusting the bike to the user

Install the stem by placing it on the fork shaft. Place the spacer rings you removed over the stem onto the fork shaft.

This is absolutely necessary in order to properly adjust the headset play without having to shorten the fork shaft.

Screw the headset cap back in and proceed as described in the chapter 'Adjusting Ahead-set headsets' on p. 54.

WARNING

Headset play. Headset play may damage the headset, the stem and fork shaft. There is a risk of an accident. Always use the factory default number of spacer rings.

WARNING

Clamping in the stem. Inadequate clamping in the stem poses a risk of crashing. Do not apply force when making adjustments to the stem.



WARNING

Loose screwed connections. Screwed connections on the stem may become loose when cycling and cause a crash or accidents. Please consult the chapter 'Recommended tightening torques' on p. 80 or the instructions of the component manufacturers and/or their website.

INFORMATION

Have adjustments to the stem performed by a bike specialist.

Handlebars

You have the option of adjusting the incline of your handlebars to suit your gripping position. To do so, loosen the handlebar clamping screw [M4 Allen key/ Torx T25].

You can now turn the handlebars in the stem and align it to suit your needs. Position it so that your wrists are relaxed and are not twisted too far to the outside.

Once you have found the right gripping position, tighten the handlebar clamping screw by applying the specified tightening torque. Make sure that the handlebars are centred in the stem clamp. Attempt to turn the handlebars in relation to the stem to check the clamping connection.

INFORMATION

Make sure that the clamping surfaces are clean and free of grease. If applicable, use the carbon fitting lubricant to reduce the clamping forces.



Brake and shifter grips

You have the option of adjusting the incline of your brake and shifter levers to your gripping position on the handlebars.

For this, loosen the Allen key or Torx screws located on the brackets. Turn the brake and/or shifter lever to your preferred position and tighten the clamping screws by applying the prescribed tightening torques.

You can also adjust the distance of the lever with respect to the handlebars in order to adjust them to your preferred finger position. Use the Allen screw on the lever for this. Once you have found the desired



reach, make sure there is adequate space for applying the brake pads to the brake discs without the brake lever coming into contact with the handlebars.

WARNING

Insufficient braking effectiveness. It may not be possible to push the brake lever down to the handlebar for maximum braking effectiveness. Set the brake lever for maximum braking effectiveness.

INFORMATION

Please consult the instructions provided by the brake manufacturer.

Transporting gear

Please consider the maximum bike weight as specified in Chapter 'Proper use' on p. 27. The maximum weight is normally the sum of all elements, including gear. Do not exceed this weight when transporting gear.

If you mount additional luggage racks on your bike, make sure that they comply with the requirements of DIN 14872.

Also make sure that the mounted parts on your bike are approved for mounting such bike racks. Please observe the manufacturer's specifications.

WARNING

Cycling with a load. Overloading your bike may fracture components relevant to safety or cause them to fail. The handling changes when the bike is loaded and the braking distance increases. Do not in any case exceed the maximum permissible weight of 120 kg / 265 lbs. Adjust the tyre pressure to the total weight of the bike. Practice cycling with a loaded bike on a surface away from traffic. Adjust your cycling technique to accommodate for the changed handling.

WARNING

Use of child seats and child bike trailers. Porsche Bikes are not approved for mounting child seats or for cycling with child bike trailers. Do not use any child seats or child bike trailers.

Transporting the bike by car

The boot [trunk] of your car is ideal for transporting your bike. This protects your bike against external influences and dirt. Make sure dirt does not end up in the boot [trunk] of your car. If necessary, place something under the bike. You can also use an interior bike rack to secure your bike.

Make sure the bike is not on the drive derailleur or drive side. This could damage the rear derailleur among other things. You should also protect your brake discs against damage. Make sure that the gear cables or brake cables are not kinked.

If your bike cannot be transported in the boot [trunk], Porsche also offers two systems for roof and trailer coupling.

WARNING

Transporting the bike in the vehicle boot without securing it. Braking, changing direction or an accident may cause a bike which is not secured in the vehicle boot [trunk] to shift and endanger passengers. Never transport the bike in the vehicle boot [trunk] of your car if it is not secured.

WARNING

Transporting the bike when it is not secured. When transporting the bike on the vehicle exterior, parts which are not secured [tools, saddlebags etc.] may become loose and cause accidents when driving. Secure the loose parts on the bike or remove them before transporting the bike.

WARNING

Invisible damages to the frame. In particular, clamping carbon frames may result in invisible damage which cause components to suddenly fail. The same applies to Porsche Bike racks. Only use bike racks with clamps that correspond to your bike frame. Do not overload the frame when clamping it into place.

WARNING

Vehicle load limit, lights and license number. A load extending above the vehicle and blocking of the vehicle lights may result in accidents. Only load the bike rack so that the bike does not protrude from the side of the vehicle. The vehicle lights and license number also may not be blocked.

PLEASE NOTE

Risk of irreparable damage to the frame tube. Make sure that the bike rack clamps are designed for clamping large-volume frame tubes.

PLEASE NOTE

Unsuitable bike racks pose a risk of damage to the handlebars, stem, seat and seat tube. Do not use bike racks where the bike is mounted upside down, that is, with the handlebars and seat facing down. Do not use any bike racks with braces for the pedal cranks.

Transporting the bike by car

When purchasing a bike rack, make sure it complies with the legal and safety requirements of the country in which it will be used.

Read the owner's manual for your bike rack and comply with the permissible loading capacities and prescribed maximum speed.

i INFORMATION

Familiarise yourself with country-specific marking obligations when transporting a bike.

! WARNING

A bike on a bike rack which is not or improperly secured. A bike which is not secured or improperly secured may become loose during transport and cause serious accidents. Before every trip and during long trips, check the bike regularly to make sure it is firmly and properly secured.

! WARNING

Air in the brakes. Transporting a bike with hydraulic disc brakes upside down may cause air to enter the brakes, which may cause them to fail. Do not transport bikes with hydraulic disc brakes upside down.

PLEASE NOTE

Risk of damage to the vehicle due to failure to comply with the total vehicle height with a loaded bike rack. Measure the total vehicle height and label it inside the vehicle for easy reference. Consider the total vehicle height when entering parking garages, garages, underground garages and tunnels.

PLEASE NOTE

Risk of damage to the bike [brake, rear fork and front fork] when transporting wheels in a removed state. Mount the transport guards for the disc brake. Mount the spacer for the rear fork and front fork.



Transporting the bike by air

When transporting your bike on a flight, you should pack your bike in a special bike case or box. Bike bags often do not adequately protect your bike.

Use special wheel bags for your bike wheels to guarantee protection.

i INFORMATION

Take along any necessary tools and this owner's manual for proper assembly of the bike at your destination.

PLEASE NOTE

Risk of damage to the bike [brake, rear fork and front fork] when transporting wheels in a removed state. Mount the transport guards for the disc brake. Mount the spacer for the rear fork and front fork.

Proper clothing

Bike helmets

We strongly recommend the use of a bike helmet even if this is not prescribed by law in your country. When buying a bike helmet, have your bike specialist advise you and make sure that the helmet fits firmly, but comfortably.

When purchasing a bike helmet, make sure it has successfully passed test standards such as DIN EN 1078, CPSC, ASTM, SNELL or ANSI.

Bike helmets are only approved for use when cycling. Please observe the manufacturer instructions.

DANGER

Failure to use a helmet, improper helmet size or improperly fitted helmet. To protect yourself in the event of an accident, always wear a helmet when riding your Porsche Bike. A helmet with the wrong size or which is not properly fitted increases the risk of severe injury in the event of an accident. Always use a helmet when cycling. Make sure that the helmet has the right fit, that the strap is properly adjusted and fastened.

Earphones

Do not use earphones when cycling; otherwise you may fail to recognise warning noises and may be distracted from road traffic. You could cause an accident as a result, which could endanger you and other road users.

Glasses

You should also wear protective glasses when cycling. They protect you against the sun, wind and insects, which could fly into your eyes and impair your vision, thereby posing a risk of crashing!

Additional information

In addition to the bike helmet and glasses, special protective clothing such as cycling pants, jersey and gloves is also recommended.

Make sure that cycling pants fit tightly to prevent them from coming into contact with the derailleur, drive or spokes. If necessary, wear special clips or bands.

Wear noticeable colours to make sure you are highly visible on roads. You can also use clothing with reflective strips.

Wear sports shoes with adequate pedal grip when cycling.

DANGER

Improper bike attire. Unsuitable bike attire increases the risk of injury on public roads, but also when used offroad. Always wear proper bike attire, especially a helmet, glasses and gloves.

Inspections

The initial inspection of your bike is due after the first 5–15 hours of use or 100–300 kilometres/ 60–185 miles, as the cables, for example, may have elongated during this time, which may affect shifting accuracy.

It is recommended that you have performed the initial inspection by your bike specialist.

After this initial period of use, you should have your bike checked by a bike specialist at regular intervals. The type of use and weather conditions influences the frequency of maintenance intervals.

WARNING

Improper inspections and repairs. Many inspections and repairs should be performed by specialists and require special tools and expertise. Improper maintenance and adjustments may cause bike components to fail. Do not attempt to perform tasks if you lack the required expertise and corresponding tools such as a torque wrench.

INFORMATION

Only use approved original Porsche spare parts when replacing brake components. Contact the Porsche Bike hotline for more information on Porsche original spare parts. Consult the 'Maintenance and service plan' on p. 78.

Care instructions

External influences such as dirt and salt from both winter road maintenance and from sweat may corrode your bike, the paint and the bike parts. You should clean all parts regularly for this reason.

PLEASE NOTE

Improper cleaning poses a risk of damage to the bike. Cleaning the bike with a pressure washer or steam blaster may cause water to penetrate the bearing seal and damage the bearings. Do not use any pressure washers or steam blasters.

Use a low pressure water jet or a bucket of water with a sponge to clean your bike. Cleaning your bike by hand will help you detect damage to the paint, worn parts or other defects early on.

After cleaning your bike, you should always lubricate the chain and check the condition of exposed cables.

⚠ WARNING

Cracks, scratches, bent parts. Cracks, scratches, bent parts and other defects are indicative of damage due to fatigue and wear. The part may suddenly fail. When cleaning, look for damaged parts and immediately replace them. If in doubt, contact the Porsche Bike hotline.

PLEASE NOTE

Risk of damage due to corrosion. Immediately repair any damage to the paint.

PLEASE NOTE

Risk of damage to the chain if immersed in cleaning solvent. This removes the grease in the chain wheel. Do not immerse the chain in cleaning solvent.

⚠ WARNING

Brake function. Contamination e.g. with care products or chain oil on the brake discs and brake pads may negatively effect the function of the brakes. Do not apply any care products or chain oil to the brake pads and brake discs.

PLEASE NOTE

Degreasers containing acetone, methyl chloride etc. and cleaners containing solvents or chemicals or which are not neutral may damage the paint. Remove oil and grease from painted surfaces with a petroleum-based cleaner.

i INFORMATION

Make sure that the care products and cleaners you use are environmentally friendly.

i INFORMATION

Even with optimal care, a rust film may result. This is not an indication of inferior quality. A rust film can generally be removed by cleaning the components. Maintain the bike with commercially-available conservation and corrosion-protection agents.

After use, dispose lubricants, cleaners and care products in an environmentally friendly manner. In general, they should not be disposed with household waste, via the sewage system or in the environment. Read the instructions printed on the agents.

Additional care instructions for carbon

Use car wax to polish the surface. You should not use any polishers that contain scouring agents.

Use special foils to protect your frame at chafing points [cables] or the area exposed to rock chipping along the down tube.

Parts mounted on the carbon frame and forks may only be mounted on special threaded eyelets. Any other form of undesignated clamping is not permissible and may damage your frame or front forks.

Theft protection

Your Porsche Bike is equipped with a theft protection system from CODE-No.com. The company offers free address registration at www.CODE-No.com for clearly identifying a bike's owner. A label with a unique product code adhered to the paint is located on your bike's downpipe next to the bottom bracket.



If your bike is stolen, you can mark it as stolen in your account on www.CODE-No.com. Resale is virtually impossible as anyone is able to access the status of a bike on a computer or phone with internet access using the QR code application.

Storing your bike

No special steps are necessary if you use your bike regularly and care for it properly and it is not left unused for prolonged periods. You only need to ensure that your bike is kept in a well ventilated, dry area.

If you want to store your bike for a prolonged period of time, please consider that your tyres will gradually deflate. To prevent damage to your tyres, you should hang your bike on a bike rack or check the tyre pressure regularly.

Make sure your bike is clean when storing it. Protect parts mounted on your bike from corrosion.

For example you can remove the seat tube from the frame to allow moisture in the frame to dry up. Shift the front derailleur to the smallest chain ring and the rear derailleur to the smallest sprocket. This relieves the shifting components and chains.

PLEASE NOTE

If you do not use your bike for a longer period, use this time to have a full check-up performed by a bike specialist.



Warranty terms

Terms of the manufacturer's warranty

As the manufacturer of the bike,
ADP Engineering GmbH
Waldstraße 23/B10
63128 Dietzenbach
Germany
[warrantor]

grants the customer [warranty holder] the two-year guarantee of freedom of defects for his/her bike as described below.

The warranty is only valid for bikes sold and delivered in countries where authorised Porsche Centres are located.

The warranty period begins with the date of the original invoice and/or the original receipt from the authorised Porsche Centre who sold the applicable bike to the warranty holder. If the warranty holder resells the bike, the warranty is not transferred to the new owner[s] and becomes null and void.

In the event of a defect covered by the warranty, the warrantor may, at its sole discretion, choose to correct the defect [subsequent performance] or replace the bike. In the event of subsequent performance, the warrantor may, at its sole discretion, choose to repair or replace the defective part.

If the defect cannot be rectified by means of subsequent performance or if further attempts at subsequent performance are unreasonable for the warranty holder, the warranty holder may exclusively demand the delivery of a bike which is free of defects.

This warranty is not grounds for any other claims. In particular, the warranty does not grant claims for compensation such as e.g. the provision of a spare bike for the duration of subsequent performance or claims for the compensation of damages.

This warranty does not affect the customer's statutory rights.

Settlement of warranty claims

Warranty claims may only be asserted at the premises of the authorised Porsche Centre who sold the bike to the customer.

The original invoice and/or original receipt must be submitted along with the defective bike. If the defective bike and the original invoice and/or the original receipt are not submitted or the original invoice and/or original receipt are incomplete, illegible or technically incorrect, the warrantor may refuse to provide the services prescribed in the warranty.

A corresponding warranty is offered for the parts installed in or repaired in the scope of subsequent performance up to the expiry of the bike's warranty period. This also applies if a replacement bike is delivered.

If the warrantor delivers a new bike on the basis of a warranty claim, it may demand the return of the defective bike and payment of appropriate compensation for the use of the returned bike as prescribed by the regulations of the Bürgerliches Gesetzbuch [German Civil Code] governing rescission pursuant to §§ 346-348 BGB. The return of the defective bike and the delivery of a new bike will take place exclusively at the premises of the authorised Porsche Centre who sold the returned bike.

Exclusion of warranty claims

The warranty does not cover normal wear and tear items.

Expenditure for regular bike maintenance and repairs is not covered by the warranty.

Furthermore, no warranty obligations exist in the event of defects caused by:

1. improper handling, overloading of the bike or use of the bike in athletic competitions; or
2. the bike undergoing improper repairs, improper maintenance or improper care performed by the warranty holder or a third party which is not an authorised Porsche partner or a bike specialist or parts being installed in the bike whose use was not approved by the warrantor or the bike being modified in a manner not approved by the warrantor; or
3. the warranty holder failing to observe the rules for the use, handling and care of the bike [e.g. owner's manual] or
4. the bike being damaged by an outside influence, storage or transport equipment or other external factors [e.g. accident, vandalism] or
5. the warranty holder failing to immediately report a defect or to immediately provide an opportunity for subsequent performance despite being requested to do so.

Furthermore, no warranty obligations exist if the frame number of the bike is modified, removed or rendered illegible.

If the warrantor cites the exclusion of warranty claims, the warranty holder shall carry the burden of proof when demonstrating the absence of such grounds for exclusion.

Warranty, wear, brake pads

Warranty

The legal warranty of the bike seller for material defects must be differentiated from the above manufacturer's warranty.

Wear

Based on their function, some parts of your bike are subject to wear. Normal wear is not covered by the current warranty nor does it qualify legally as a material defect. The amount of wear depends on the care and maintenance of the bike and the way it is used [handling while cycling, exposure to rain, dirt, salt, etc.]. Bikes which are often left outside might also be subject to additional weather-related wear. One example of this is sea air, which has a high salt content.

Wearable parts require regular maintenance and care; however, depending on the intensity and terms of use, they will eventually reach the end of their lifecycle. These parts must be replaced once they reach their wear limit. This affects the following components in particular: Drive chain/belt, rear cassette, chain rings and pulleys, handlebar grips, rear derailleur, derailleur cables, handlebars and stem, seat post and seat, brake pads and discs, wheels including tyres and tubes, brake cables.

Brake pads

Due to their function, the disc brake pads are subject to wear. Athletic use or trips on mountainous terrain may reduce the replacement intervals for the pads. Check the pad condition on a regular basis and if necessary, have them replaced at a specialised workshop. Using a worn part is dangerous and may result in accidents. Using a worn part may also cause damage to other parts of the bike.

Questions on assembly, adjustments and use

Contact an authorised Porsche Centre, a bike specialist or the Porsche Bike hotline with any questions relating to assembly, adjustments and use.

i INFORMATION

Observe the service and maintenance intervals in the owner's manuals provided by the component manufacturers.

Porsche Bikes contact and services

You can find additional information on after-sales service and the contact information for the Porsche Bike hotline on the internet at: www.porsche.com/bike

Maintenance and service plan

Component	Activity	Before each trip	Monthly	Yearly
Tyres	Check air pressure	x		
Tyres	Check profile height and side walls		x	
Brakes	Stationary check of brakes	x		
Brakes	Clean the pads and discs		x	
Brakes	Check for wearing of the brake pads		x	
Brakes	Change the brake fluid [DOT fluids]			x
Inside bearing	Check bearing play		x	
Chain	Check and/or lubricate	x		
Chain	Check and/or replace	over 800 km		
Cranks	Check and/or tighten			x
Paint/eloxal	Treat	at least every six months		
Wheels	Check for run-out and seating		x	
Handlebars	Replace	no later than after 5 years		
Handlebar bearing	Check bearing play		x	
Metallic surfaces	Treat	at least every six months		
Hubs	Check bearing play		x	
Pedals	Check bearing play		x	
System pedals	Clean/lubricate coupling mechanism		x	
Seat post/stem	Check clamping screws		x	
Rear derailleur/front derailleur	Clean/lubricate/adjust		x	
Quick releases/wheel bolted connection	Check position/check screws	x		
Nuts and bolts	Check and/or tighten		x	
Valves	Check position	x		
Seat post	Remove and renew lubrication			x
Cables derailleur	Remove and lubricate and/or replace			x

Failure to adhere to this could constitute improper maintenance for the purposes of the warranty.

WARNING

Inspections and repairs which are not performed properly. The tasks described in the service and maintenance schedule may require professional expertise and special tools. Have work requiring a bike specialist performed by the same. If in doubt, contact the Porsche Bike hotline. Never perform work without special tools [e.g. a torque wrench].

INFORMATION

You can find the current version of the operating instructions for your bike at www.porsche.com/bike

Recommended tightening torques*

Porsche Bike RX

Component	Manufacturer	Description	Tightening torque
Frame		Inlays dropouts	2–3 Nm
		Bottle holder	2–3 Nm
		Cable hanger clamps, down tube	2–3 Nm
Rear derailleur	Shimano XTR-RD-M780	Fastening screw	8–10 Nm
		Gear cable hanger	6–7 Nm
		Shift pulley	2,5–5 Nm
Front derailleur	Shimano XTR-FD-M985	Mounting clamp	5–7 Nm
		Gear cable hanger	6–7 Nm
Shifter lever	Shimano XTR-SL-M780	Fastening screw handlebar clamp	3 Nm
		Fastening screw handlebar clamp for the shifter lever	2,5 Nm
Brake lever	Magura MT8		3 Nm
Brake caliper	Magura MT8		10 Nm
Brake discs	Magura Storm SL	6-bolt rotor, hub	6,2 Nm [CB]
Crank	E13 TRSr double	Adjusting screw left crank arm	40–48 Nm
Pedals	Crankbrothers Mallet 2		35–40 Nm
Cassette	Shimano HG81	Lockring	30–50 Nm
Stem	Crankbrothers Iodine 2		5 Nm
Seat clamp	Crankbrothers Cobalt 2		12 Nm
Handles	Ergon GA1	Clamp	3 Nm

Porsche Bike RS

Component	Manufacturer	Description	Tightening torque
Frame		Inlays dropouts	2–3 Nm
		Bottle holder	2–3 Nm
		Cable hanger clamps, down tube	2–3 Nm
Rear derailleur	Shimano XTR-RD-M980	Fastening screw	8–10 Nm
		Gear cable hanger	6–7 Nm
		Shift pulley	2,5–5 Nm
Front derailleur	Shimano XTR-FD-M985	Mounting clamp	5–7 Nm
		Gear cable hanger	6–7 Nm
Shifter lever	Shimano XTR-SL-M980	Fastening screw handlebar clamp	3 Nm
		Fastening screw handlebar clamp for the shifter lever	2,5 Nm
Brake lever	Magura MT8		3 Nm
Brake caliper	Magura MT8		10 Nm
Brake discs	Magura Storm SL	6-bolt rotor, hub	6,2 Nm [CB]
Crank	Shimano XTR-FC-M980	Adjusting screw left crank arm	0,7–1,5 Nm
		Adjusting screw left crank arm	12–14 Nm
Pedals	Crankbrothers Candy 3		35–40 Nm
	VP-615		35–40 Nm
Cassette	Shimano-M771	Lockring	30–50 Nm
Stem	Crankbrothers Cobalt 3		5 Nm
Seat clamp	Crankbrothers Cobalt 11		12 Nm
Handles	Crankbrothers Cobalt	Clamp	3 Nm

* Please note that the tightening torques specified here may in some cases differ from manufacturer specifications. Always follow the manufacturer specifications. For the necessary tightening torques, consult the enclosed owner's manuals or manufacturer websites. Be absolutely sure to use carbon fitting lubricant when installing carbon components. The tightening torques for carbon components are maximum tightening torques. Exceeding the tightening torques may damage or fracture components. Use the Loctide screw lock, moderately tight.

Recommended tightening torques

Porsche Bike

Component	Manufacturer	Description	Tightening torque
Frame		Inlays dropout	2–3 Nm
		Bottle holder	2–3 Nm
		Cable hanger clamps, down tube	2–3 Nm
		Seat stay opening	4–6 Nm
Hub	Alfine SG-S501	Axle nut	30–45 Nm
Crank	FC-S500	Adjusting screw left crank arm	0,7–1,5 Nm
		Adjusting screw left crank arm	12–15 Nm
Shifter lever	SL-S 503	Fastening screw handlebar clamp	5 Nm
Inside bearing			35–50 Nm
Handles	Ergon GA1	Clamp	4 Nm
Brakes	Magura MT26	Handlebar clamp	3 Nm
		Brake caliper	10 Nm
Brake disc	Magura Storm	Centerlock	40 Nm
Pedals	VP-615		35–40 Nm
Stem		Clamping screws - fork shaft	8 Nm
		Clamping screws - handlebar clamp	6 Nm
Seat post		Clamping screws	8–10 Nm
Kickstand	Pletscher	Fastening screws	45 Nm

Screw tightening torques [general]*

Threading	Allen key	Torx	Tightening torque
M	H	T	[Nm]
3	2,5	10	1,2
4	3	25	2,7
5	4	25	5,5
6	5	30	9,5
8	6	40	23
10	8	50	46
12	10	55	79

* Applies to cylinder head screws, DIN912/ISO4762, strength class 8.8

Component manufacturer websites

<http://bike.shimano.com>

<http://www.crankbrothers.com>

<http://www.magura.com>

<http://www.ergon-bike.com>

<http://www.carbondrivesystems.com>

<http://www.fizik.it>

<http://www.schwalbe.com>

<http://www.cateye.com/de>

<http://www.CODE-No.com>

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