



biomeqa

THE ART OF MOBILITY – THE MANUAL

Congratulations on the purchase of your new Biomega bike. Looking beyond the traditional world of bikes, Biomega have found new technologies that make the chain obsolete, unique new frame materials and state of the art braking systems.

This manual will assist you in setting up and maintaining your bike. Read through it carefully in order to familiarize yourself with your new bike. And remember that proper maintenance and adjustment will greatly enhance performance and riding enjoyment.



MN



Boston





Dublin men



Dublin lady



Copenhagen



Accessories on Copenhagen



Berlin men



Berlin lady

hey. jeg mangler
billed af Amsterdam
men. !

men ellers er det hele klar. du
kan lige kigge det igennem.



Amsterdam lady

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To avoid injury, read these instructions before you take your first ride.

0.0 Safety precautions

General precautions

1. Take time to read this manual carefully before you begin assembly and to learn how to operate the bike before riding.
2. This bike is for on-road use only. Do not ride the bike off-road or over rough terrain.
3. Check thoroughly after assembly and before riding to ensure there are no loose parts or screws.
4. Always make sure all quick releases are properly closed before every ride.

Inspect the entire bicycle before riding. If you have any questions, contact your local bike dealer.

General bike safety practices:

1. Always follow the traffic laws in your country.
2. Never ride while under the influence of alcohol, medication or drugs.
3. If you suffer from any health conditions, please consult your doctor.
4. Always remember to wear a helmet while riding.
5. Never endanger yourself or others by reckless riding.

By not following these safety precautions, you may risk injuring yourself or others

Store the bike user manual in a safe place.



1. Boston Specifics

The Boston bicycle is designed by Jens Martin Skibsted for Biomega. The bike, with its special folding mechanism and wire lock system, is unique not only in design but in technical features. Therefore this bike needs comprehensive explanations.

1.1 Tightening and loosening the DT-wire

Before your first ride, it is important that you check that the DT-wire is correctly adjusted. A correctly adjusted DT-wire ensures that the bike can be folded and that the bike frame is stable while riding.

The DT-wire should never be too tight or too loose. Follow the manual directions to ensure that the DT-wire is correctly tightened.

1. Turn the lower bolts on the hook under the bottom bracket 360 degrees, counter clockwise
2. Try to fold the bicycle (see paragraph 2.2). If you can fold the bicycle, tighten the upper bolts on the hook to ensure that the hook is securely tightened between the bolts.
3. If the quick release on the top tube easily opens, then the DT-wire is too loose and you should retighten the lower bolts $\frac{1}{4}$ of a turn. Retry folding your bicycle. If the bicycle can fold as described in paragraph 2.2, tighten the top bolts of the hook.

Make sure that the upper bolts and lower bolts are tightly screwed around the hook. There should be no gap between the bolts and the hook.

If the DT-wire is too loose or the quick release too easily unfolds:

1. Fold the bicycle.
2. Detach the wire-loop from the hook.
3. Turn the lower bolts of the hook clockwise.
Do not turn the bolts more than 360 degrees at time to avoid over-tightning the DT-wire.
4. Fasten the wire-loop to the hook.
5. Unfold the bicycle. If you can't unfold your bicycle you have turned the bolts on the hook too much and should begin again.
6. When the bike can fold and unfold as it should (read paragraph 2.2), tighten the upper bolts to ensure that the hook is securely tightened between them.

The DT-wire may become slack over time. Make sure to adjust the wire regularly.

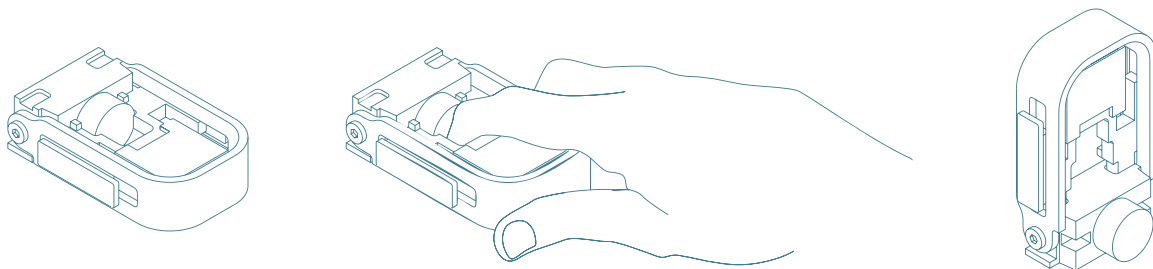
1.2 Folding pedal:

There are two models of pedals for the Boston bicycle. For both models, either pedal is clearly marked with an R and L for right and left and should be screwed tightly onto the bicycle with a 6 Allen key. Both models are foldable.

Model 1: The pedals fold upwards by putting your middle finger in to the center of the pedal and squeezing it towards yourself.

Place your finger like shown on the photo and pull the gray area towards you.

Then flip the pedal as shown on the right.



Model 2: Under the pedal is a pin that needs to be turned 90 degrees in order to fold the pedal.

Always make sure the pedals are tightly screwed onto the crank arm to avoid losing control and causing injury to you and the bicycle.

In order to fold the bicycle, the quick release in the middle of the upper tube has to be opened. The quick release is operated by swinging the lever out and away from the frame while pressing down on the top tube. In order to open it completely scoot the lever to the side and you now will be able to fold the frame.

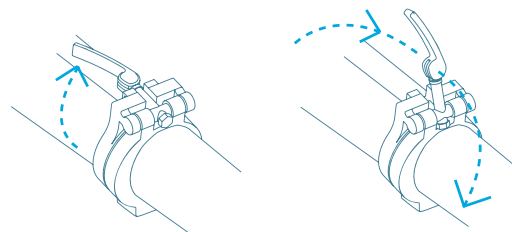
Never rotate the lever like the handle of a wrench.

If the lever can be opened without using any force or without pushing down on the frame, then the DT-wire is too loose.

The inside of the lever is marked with "open." When refolding the bicycle, make sure lever is properly inserted back into the starting, closed position so that the word "open" is hidden.

To avoid injury, always make sure all quick releases are properly closed before each ride.

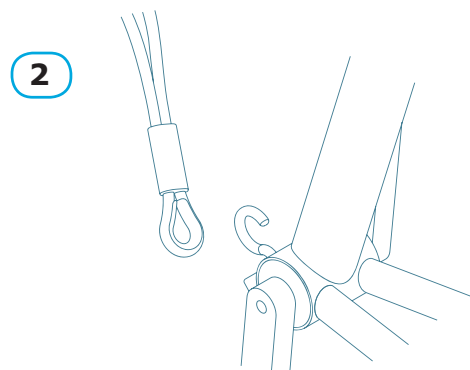
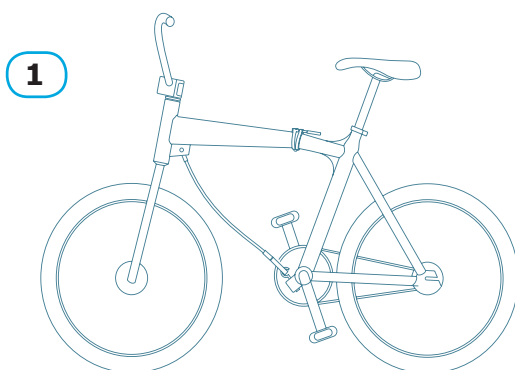
Swing the lever out and away. Never rotate the lever or use the lever like the handle of a wrench.



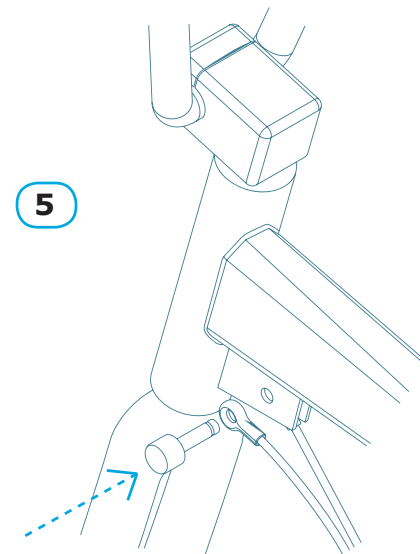
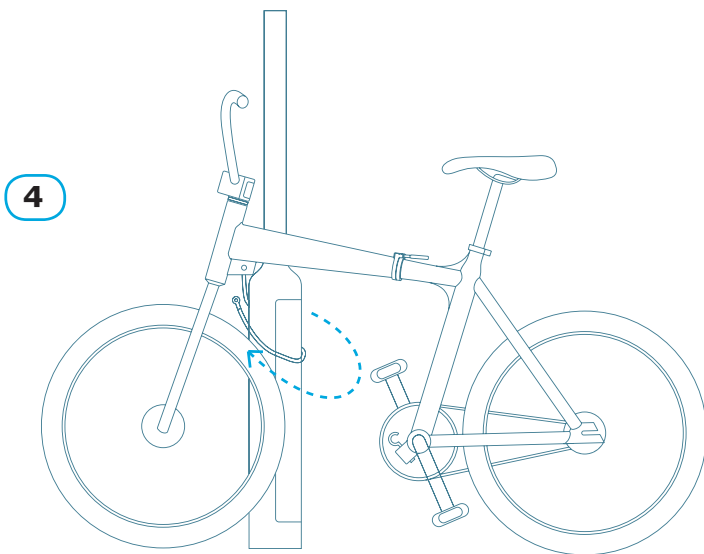
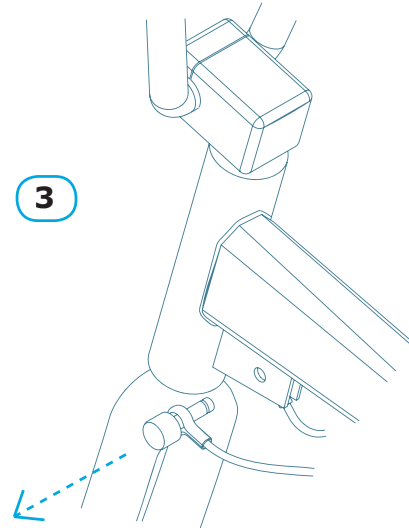
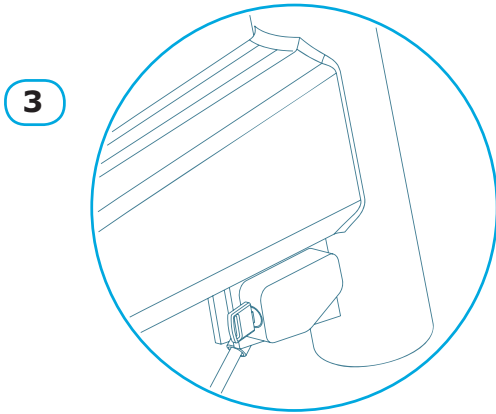
1.4 Locking mechanism

How to lock the bike:

1. Open the quick release on the top tube and fold the bike slightly, so that the DT-wire loosens.
2. Detach the lower wire-loop from the hook and let the wire hang loose.



3. Insert the key in the lock. turn it clockwise and remove the lockpin with a gentle pull.
4. Take the detached wire-loop and put it around a grounded object (a lamp post, a bench, ect.).
5. Place the wire-loop on the lock-pin and re-insert it in the lock.



6. Remove the key from the lock.the bike is now locked.

When relocking the bicycle, replace the wire loop on the lock pin and replace the wire on the hook. To avoid injury, always make sure that the wire is securely fastened to the lock pin and the hook.

How to unlock and assemble your bike:

1. Insert the key, unlock and remove the lock-pin.
2. Free the wire from the grounded object, place the wire-loop on the lockpin again and insert the pin in the lock.
3. Fold the bike slightly, place the lower end of the wire on the hook and now de-fold the bike.
4. Carefully close and lock the upper tube quick release.
5. Remove the key from the lock and your bike is ready to ride.

Always remember to lock your bicycle. Always remember to remove the key from the lock when leaving your bicycle or when riding your bicycle.

2 Adjustments before your first ride

Before taking your new bike on your first ride, it is important for your own comfort and for your safety that you adjust your bike.

2.1 Saddle

In order to fit your bike to your size and temper, please follow these instructions: Adjust the seat height by loosening the seat clamp bolt by using a 5 Allen key. Set the seat height to an approximated height, and tighten the seat clamp. Sit up. If the height is correct, your heel should be able to just reach a pedal in its lowest position; make sure you keep your hips horizontal while doing this. To avoid injury to your hips and knees, it is important that you get it done right. Take your time. Now you can adjust the seat forth and back and angle to match your length to the handlebar. Make sure that all bolts, that you have loosened, are tightened again.

Never raise the seat post above the limit mark clearly marked on the post.

2.2 Handlebar

Depending on your bike, there are several ways to adjust your handlebar.

Boston

Adjust the handle bar height by loosening the stem. Carefully loosen the two bolts on the side of the stem with a 6 Allen key. Then use a 14 mm spanner and loosen the top bolt. You can now align the stem with the front wheel. When finished, retighten all bolts. The handlebar can be tilted forwards or backwards. Loosen the four bolts on the front of the stem, and tilt the bar forward or backwards. When you have found a suitable position, retighten the bolts.

Copenhagen & MN

To align the Handlebar with the front wheel, loosen stem clamp bolt situated on top of the handlebar with a 5 Allen Key. Align the handlebar with the front tyre, retighten the stem clamp bolt hard enough, so that when you are holding the wheel between your legs you can not turn the handlebar.

It is possible to raise the handlebar on a Copenhagen. You can order a steering tube adapter made by BBB (www.bbbparts.com). The size you need is the following: BHP-20, size: 25.4/22.2. However be aware that any accidents or problems arising from raising the handlebar is **NOT COVERED BY THE WARRANTY.**

- And all the others

To raise the handlebar, loosen the bolt connecting the stem with the headparts with a spanner. Align the handlebar with the front tyre, retighten the bolt hard enough, so that when you are holding the wheel between your legs you cannot turn the handlebar.

To align your handlebar, use a 6 Allen key and loosen the bolt connecting the stem with the handlebar. Align the handlebar as you see fit, retighten the bolt hard enough so that when you pull in one end of the handlebar it does not dislodge

2.3 Stem and headset

Depending on your bike, there are several ways to adjust your stem and you're a-headset

Boston

Carefully loosen the two bolts on the side of the stem with a 6 Allen key. Then use a 14 mm spanner and loosen the top bolt. You can now align the stem with the front wheel. When finished, retighten all bolts.



Copenhagen & MN

To align the Biomega stem with the front wheel, loosen the stem clamp bolt situated on the side of the stem with a **5 Allen Key**, align the stem with the front tyre, retighten the stem clamp bolt hard enough, so that when you are holding the wheel between your legs you can not turn the handlebar.

Loose A-headset

If you experience a loose A-headset or your stem is out of alignment with the front wheel, the procedure is as follows: loosen the bolt that is placed on the side of the stem (stem clamp bolt), where it clamp the stem to the steering tube. Then turn A-headset tension bolt placed on top of the stem, half a turn clockwise, then block the front brake and rock the bicycle back and forth. If you still have a loose A-headset you can see / feel the top of the A-headset is tilting a bit, turn half a turn more and repeat the procedure until the slack is gone. Now you align the stem with the front wheel and retighten the stem clamp hard enough, so that when you are holding the wheel between your legs you cannot turn the handlebar. Retighten all loose bolts.

Tight A-headset

If you feel your handlebar is resisting, when you are turning it is probably because your A-headset is too tight, in that case you should loose the stem clamp bolt and turn the A-headset tension bolt (situated on top of the stem) counter clockwise, but be careful not to loose it too much as that will give free play into the A-headset system. Remember not to operate headset-tension bolt unless the stem clamp bolts have been loosened. Retighten all loose bolts.

- An all the others

To avoid injury, always ensure that the stem and handlebar are positioned and tightened properly before riding the bicycle.

2.4 Pedals

Click-on pedals

Some of the bicycles have click-on pedals. If they are not already on when you purchase the bicycle, they are to be found in a box with the bicycle. To attach the pedal push the pedal axle into Ezy adaptor until it clicks in position. While doing it slide the adaptor cap to the crank arm. (Adaptors are already attached to the crank arms). Fit the Ezy stopper in the place between crank arm and adaptor cap. Make sure of the convex part of stopper being faced towards the adaptors. **DO NOT FORGET TO FIT THE STOPPER.**

When detaching the pedals remove the stopper and pull the pedal out of the adaptor while sliding the adaptor cap to the crank arm.

Regular Pedals

The pedals are clearly marked with "L" for left and "R" for right on the threads. The right pedal is assembled in a clockwise direction, using a 15 mm wrench. The left pedal is assembled in a counter-clockwise direction. The pedals are not interchangeable. Tighten well, but do not use excessive force. w

Always make sure the pedals are tightly screwed onto the crank arm to avoid losing control and causing injury to you and the bicycle.

3 Brakes

The different Biomega bikes are equipped with different brakes.

Always check your brakes before you ride your bike. Ensure that they are working properly. Failing to do so may result in injury and serious damage.

Manuals for the different brakes should be handed to you where you buy your bike. Read these manuals carefully and thoroughly.

3.1 Hope Mini

The MN01 features a front and a rear Hope break. The Hope mini is a hydraulic brake, why you should read the following carefully and always make sure that your brakes are maintained properly.

Brake lever:

The Hope mini lever is a two finger lever with automatic pad adjustments. The lever will work in any position providing the master cylinder is not totally upside down. To adjust the lever please slacken the grub screw then adjust the position of the lever using the adjuster screw. When the correct position is achieved gently tighten the grub screw.



biomega

Manual adjustment

The Mini does not provide any means of manual pad adjustment. It does however feature an expansion chamber within the brake lever master cylinder which automatically compensates for pad wear and similar compensates for fluid expansion as the brakes heats up and cools down.

With the caliper correctly centred relative to the disc there should be no disc rub on the Mini brakes. Even if there is a slight amount of disc rub it will not slow the bike down in any way.

When removing the wheels from your MN01 take care not to pull the brake levers otherwise the piston can pump out. If it happens, push the pistons back. If the pistons are so far out that the pads are touching, then remove the pads in order to get at the pistons.

When transporting your MN01 with the wheels removed, then insert a piece of packing between the pads to keep them in place.

Cleaning your brake

The braking performance will be severely reduced if the disc rotor and pads become contaminated with oil, brake fluid or after-market degreasing and cleaning agents. Clean your brake with water or approved cleaners such as Hope's own "Sh1t Shifer".

If the disc rotor becomes contaminated it can be cleaned by wiping with a rag with isopropyl alcohol. Heavily contaminated brake pads will need replacing.

For all other inquiries, adjustment and maintenance of the Hope mini please consult www.hopetech.com or your local bike dealer. Without a thorough knowledge of the procedure do not try to bleed your brakes or change the hose.

3.2 Disc brakes

Disc brakes have powerful braking abilities and should be used with moderation and care. Never use unnecessary force to pull your brakes when you are riding. Please notice that the disc can get very hot and should not be touched immediately after use. Never use anything else other than water to rinse your brakes. Never use soap, oil or any other kind of lubricant.

Pad wear

Over time you will have to compensate for brake pad wear. See in the manual of your brake how to adjust for pad wear.

A pad should be replaced when its total thickness is less than 3 mm.

Only replace the pad with an original pad. Always use original parts when replacing any part on your bicycle. If not the different parts on your bicycle may not work correctly together which can cause the bicycle to malfunction.

3.3 Roller brakes

The roller brake is virtually maintenance free. Your brakes must be fully applied when the lever is half way to the handlebar. The force it takes to block a wheel might be a lot less than you think, so do not use unnecessary force pulling your brakes. To adjust the brake either tighten or loosen (just a little bit) the cable adjusting bolt situated by the roller brake on the hub so that there is about a 15 mm of play in the brake lever.

3.4 V-brakes®

The V-brakes® are the most powerful of the rim brakes. It has a shorter cable travel than conventional cantilevers, and requires short travel brake levers. Since V-brakes® has rim contact it is important to maintain a correct set-up. A correct set-up includes true wheels, correct brake shoe placing and well-functioning cables.

3.5 Brake levers

Your brakes must be fully applied when the lever is half way to the handlebar. The force it takes to block a wheel might be a lot less than you may think, so do not use unnecessary force to pull your brakes when you are riding or standing still.

The lever is turned in relation to the handlebar by loosening the lever clamp bolt close to the handlebar. Biomega recommends you set the break levers at a 45° angle downwards. Retighten all loose bolts.

4 Gear hubs

Before every ride you should make sure that your gears are adjusted properly. If the gears are not adjusted properly it can cause a sudden change of gear without warning.



4.1 Rohloff

The MN01 is equipped with a Rohloff 14 speed internal gear hub. The parts are completely enclosed and therefore free of frequent maintenance.

Hubs of this type should be lubricated at least once a year. We suggest that you see an authorized bicycle mechanic for this operation.

Gear adjustment

The Rohloff 14 speed internal gear hub has two special bayonet connectors on the gear cable, making it possible to remove and reinstall the rear wheel or adjust the chain tension without disturbing the gear setting.

You will know when to adjust your gear when the gear selector starts to "slip", rotating with no effect. Tighten the cable a little by unscrewing one or both of the adjuster bolts on the gear socks. Be careful not to over tighten, since this could damage your frame and hub.

Gear cable change

If your gears are still not working after they have been adjusted, it is probably because your cable is damaged and needs to be changed, in that case you should refer to your authorized bicycle mechanic, as this intervention needs a professional bicycle mechanic.

4.2 Shimano internal hubs

Most of the Biomega bikes are equipped with Internal hubs from Shimano. The internal hub is practically maintenance free.

For more information about maintaining the hub or how to connect the hub with the shifter, please see the hub manual or visit www.shimano.com.

Internal hubs sometimes make a little noise. This noise is caused by a pawl that is not engaging in a certain gear. There is no free turning while shifting between two gears. This means that the pawl of the lower gear is still available in case that the higher gear is not engaging yet. The clicking noise IS NOT a sign that something is wrong on your internal hub.

4.3 hubs

Hubs are sealed against dirt and humidity; however it is advisable to inspect the hubs regularly. Remove the front wheel and turn the axle with your hands. It should move freely, with very little friction.

5 Shaft

Biomega is renowned for its shaft bikes. Shaft bikes are easy to maintain and in case of malfunction, the shaft is easy to remove. However the following instructions should be carefully followed in order as not to damage the shaft or any other parts on the bicycle

Never open a hub to remove bearings. If a hub is malfunctioning contact your local bike mechanic.

5.1 Maintaining your shaft

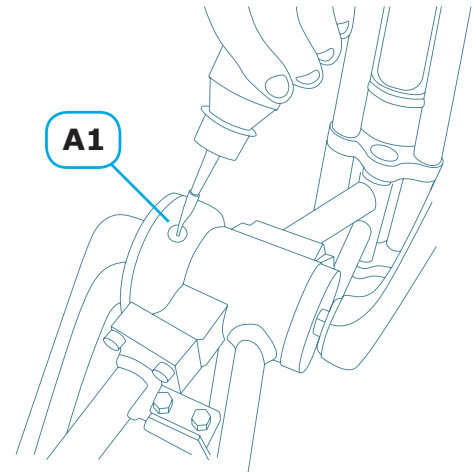
In order to keep your shaft working as smoothly as possible it is necessary to replace the grease in the gear box. Please contact your dealer or Biomega for a maintenance repair kit.

Disassembly of any other bolts or screws than the ones mentioned here will void your warranty. Removal of any other parts can cause damage to the shaft drive and to your riding abilities.

Maintaining the front gear box (A)

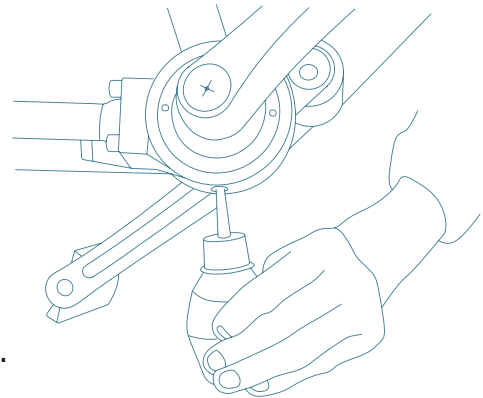
Step 1

1. Place your bicycle up side down.
2. Remove screw **A1**
3. Inject bottle cleaner marked 1 completely into the hole.
4. turn the gear box for a couple of minutes to clean the gear box interior.



Step 2

5. Replace your bike on the ground.
6. Take the empty cleaning bottle and inject air into the crank.
7. Let the liquid drain from the crank.



Step 3

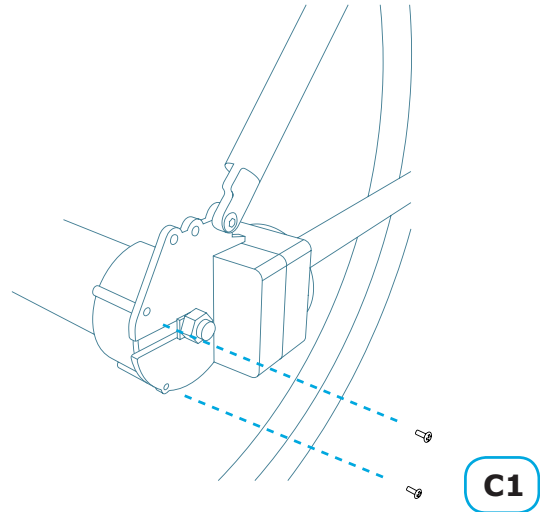
8. Repeat the process with bottle cleaner marked 2.

Step 4

9. Place your bike up side down.
10. Inject BB-grease into box.
11. Replace rubber O ring and screw A1 securely back on.

Maintaining the rear gear box (C)

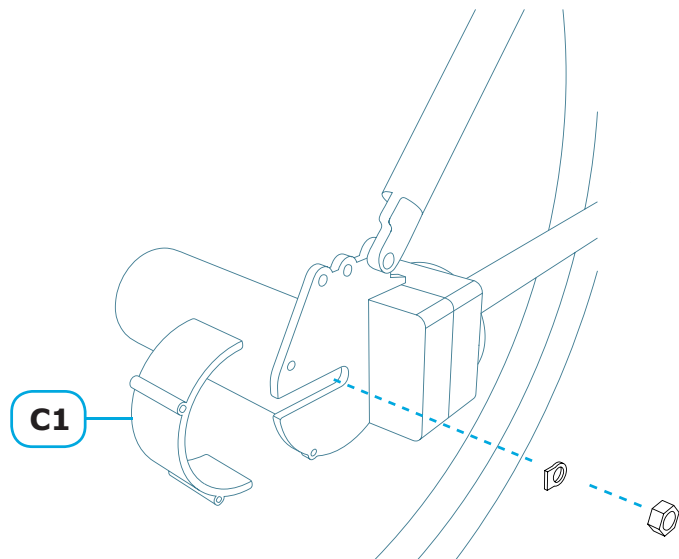
1. Undo the screw **C1** and remove the plastic cover **C2**.
2. Apply gear grease to the gear, gently turning the crank to allow complete coverage.
3. Replace the plastic cover and ensure it is tightly screwed on.



5.2 Removing rear wheel on a shaft bike

In order to remove the rear wheel, please follow these instructions carefully. If in doubt, ask your local bike store to do it.

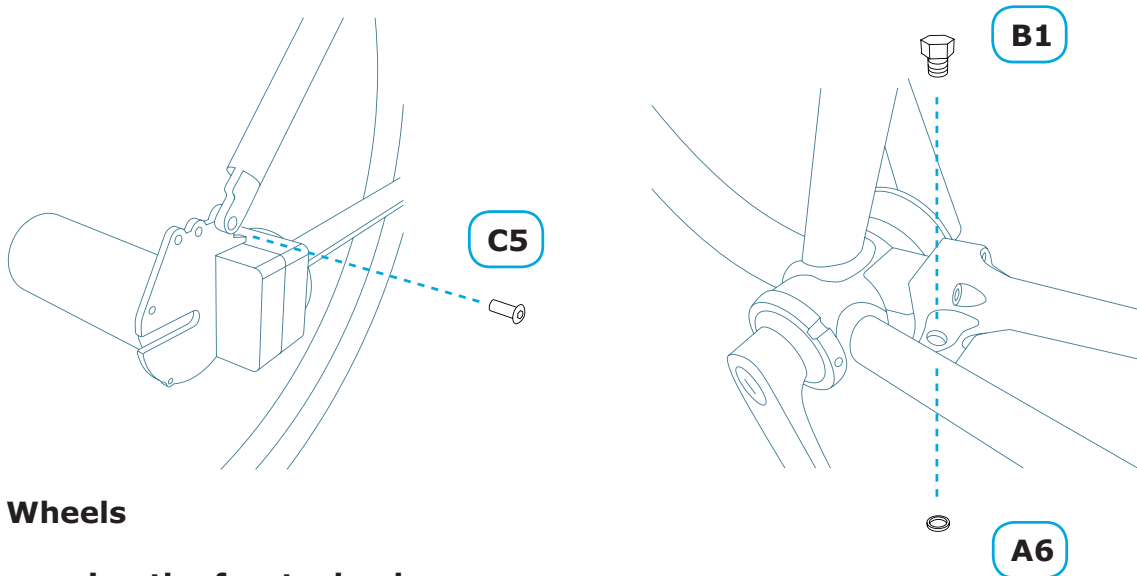
1. Put the gear shifter in first gear.
2. Remove the bell gear shifter.
3. Remove the push rods.
4. Remove the bolt maintaining the brake onto the frame.
5. Loosen the screws **C1** and remove the plastic cover **C2**.
6. Remove the axle nuts from the left and right side of the hub axle.
7. Take out the fixing washer **C3** and remove the wheel.



Always ensure that all parts are disconnected from rear wheel before trying to remove it.

5.3 Replacing the shaft

1. Remove the rear wheel following the instructions in chapter **5.2**.
2. Remove bolt **C5**, so as to unfasten the shaft from the rear fork.
3. Remove bolt **B1** situated behind the crank box.
4. Remove lock ring **A6** on left side of the bike.
5. Remove the shaft from the frame.



6 Wheels

Removing the front wheel:

The front wheel is attached to the bicycle either with a quick release or with a bolt. If the front wheel is attached with a quick release, open the release by pushing open the lever and slowly remove the front wheel. **Never rotate the lever or use the lever like the handle of a wrench.**

If your bicycle is attached with a bolt, use a **15 mm spanner** and unscrew the bolt, slowly remove the front wheel from the front fork.

Removing the rear wheel:

When removing the rear wheel, it is important to ensure that the brake cable is disconnected from the brake unit, as not to damage the brake. If you are in doubt on how to do this, please refer to the brake manual.



Step 1

1. push the link back until it stops. Then slide the inner cable fixing the bolt unit along the guide hole and remove it from the hole. If the inner cable fixing bolt unit is difficult to remove, turn the cable adjusting bolt clockwise to loosen the cable tension and then remove the inner cable fixing bolt unit.

2. Slide the outer casing holder along the guide slot in the brake arm to remove it from the slot.

Step 2

Remove the bolts on both sides of the axle with a 15 mm spanner. Carefully remove the rear wheel, ensuring that no parts are still attached to the bike. To remove a bike with shaft drive, please read chapter 5.2. Truing an untrue wheel is a job for a professional. We suggest that you take your wheel to a bike mechanic store.

Never remove your wheels if you are unsure of the procedure. You risk damaging the chain, freewheel and the wheel itself. If you do remove the wheels yourself, be sure that they are properly mounted and the quick release/bolt is properly closed before taking a ride.

6.1 Tires

Always keep the tires well inflated. The recommended pressure of the tire is printed on the side of the tires. The valve is a Schrader valve which means that you can pump your tires at a gasoline station.

Do not inflate your tires above the pressure recommended on the tire. When inflating your tire be careful as to not over-inflate it – you risk damaging your tire and rim.

7 Maintenance overview

Please read through this overview carefully. Failure to properly maintain your bike, may result in a void of the warranty and may result in damage of your bike.

3 months after purchase you should have a mechanic tighten all screws, bolts and shaft. The mechanic should also test the brakes and the chain/shaft drive. 1 year after purchase it is important to take the bicycle to a mechanic for a complete service check.

7.1 Cables:

Lubricate with a Teflon spray every six months. Spray a small amount of Teflon where the cables enter the housing, being careful not to spray on the caliper or disc of the brakes. Work the cables a few times, and repeat if necessary. Check that the housing does not have cracks as this will reduce function and ultimately cause loss of braking power.

7.2 Brakes

Do not spray or wash your disc brakes with lubricant or soap. Use water only.

Brakes:

Brake cables:	Lubricate every 6 months.
Brake pads:	Change pads once a year or when they become less than 3mm thick.
Rotor:	If there are gouges, cracks or wobbles of more than 1mm, you need a new rotor.
Adjust caliper:	Check every month to ensure the caliper is centered in the rotor. If not, recaliper in order to center it.

If your braking power decreases by more than 50% then you need new calipers and new rotors.



7.3 Wheels

Check tires, rims and spokes frequently to ensure that wheels are not damaged. Spray spokes with anti-rust spray to avoid rust, especially on the fittings. **Avoid spraying any lubricant on the disc or the caliper, since this will damage the brakes.**

- Tubes: Check your tubes for any leaks. If your tire is flat, it probably means that there is a hole in the tube. Patch the leak with a patch kit. If this does not help, change the tube. Never ride on a bike with a flat tire.
- Tires: Check your tires for threads and cracks every 6 months. If there are any threads or cracks then the tire should be replaced. Always make sure to buy the right tire with the appropriate width for you bicycle.
- Rim: Check your rims every 6 months for dents and cracks. If the rim is dented or cracked, you must buy new rims.
- Spokes: You should check your spokes regularly. If a spoke is bent or broken, it must be changed immediately since it can damage your driving ability and the wheel/hub. Changing the spoke involves truing the wheel, which should be done by a bike mechanic.

To avoid injury to yourself and others, always make sure that your tubes, tires, rims and spokes are in order and not damaged, bent or broken.

7.4 Chain/drive train

Keep chain clean and lubricated to prolong its life. Take a lubricant and put a drip of it into every pin in the chain. After letting the chain soak up the lubricant for about 15-20 minutes, wipe it dry with clean rag. This will avoid attracting dirt when riding.

To clean the chain, use soap or a degreaser. Always leave your chain on when cleaning and re-lubricate once finished. **Avoid spraying any soap or lubricant on the disc or caliper, since this could damage the brakes.**

To avoid injury, the drive chain should be checked every six months. If any part of the drive chain is not working properly the part should be replaced immediately.

Crank set: Check the chain ring every 6 months. If there are any teeth missing, the chain ring should be replaced by a bicycle mechanic.

Bottom Bracket: The bottom bracket should be checked by a bicycle mechanic every year. Riding in wet conditions require maintenance every 6 months.

Pedals: Your pedals should be checked every 6 months. If the screw thread is worn, the pedal should be replaced.

Freewheel: Check the freewheel every 6 months. If the freewheel does not spin freely or if it makes a strange noise, it should be checked by a bike mechanic.

Shaft drive: Replace grease in gear box every 6 month. If you have taken a ride in sand, wash and grease the shaft afterwards.

7.5 Bolts, nuts and screws:

All bolts, nuts and screws should be sprayed with anti-rust spray. When first purchasing the bicycle spray all bolts, nuts and screws, and repeat this process every six months. **Avoid spraying any lubricant on the disc or the caliper, since this could damage the brakes.**



8 Warranty

Limited two-year warranty of complete bicycle

Subject to the following limitations, terms and conditions, Biomega warrants to the original owner of each new Biomega bike that this bike is free of defective materials and workmanship for a period of 2 (two) years from the date of the original purchase from an authorized Biomega dealer.

This warranty does not apply to gear hubs, brakes and shifters, which are covered directly with these manufactures.

The above limited warranty is conditional upon the bicycle being properly maintained and operated under normal conditions and use.

Failure due to accidents, abuse, neglect, normal wear & tear, improper assembly, improper fit, maintenance by any other than authorized Biomega dealer or use of parts inconsistent with the use originally intended for the bicycle as sold are not covered by this warranty.

In case of warranty claim contact the original place of purchase, accompanied by an original bill of sale or proof of purchase that identifies the bike or the frame by the serial number. The original owner is responsible for any and all labor and transportation charges associated with the warranty repair or replacement of all parts.